The Hongkong Telegraph.

(ESTABLISHED 1881.)

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Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....$15,000,000
RESERVE FUNDS:—
Sterling
£1,500,000 at 2/-=$15,000,000
Silver.....$15,250,000
$30,250,000
RESERVE LIABILITY OF PROPRIETORS.$15,000,000

COURT OF DIRECTORS:

Hon. Mr. W. J. Gresson—Chairman.
H. E. Tomkins, Esq.—Deputy Chairman.

J. W. Bandow, Esq. | E. Shellim, Esq.
E. G. Barrett, Esq. | R. Shewan, Esq.
C. S. Gubbay, Esq. | H. A. Siebs, Esq.
W. Helms, Esq. | H. A. W. Slade, Esq.
C. R. Lennmann, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH
MANAGER:
Shanghai—H. E. R. HUNTER.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2½ per Cent. per Annum.
For 6 months, 3½ per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.

J. R. M. SMITH,
Chief Manager.

Hongkong, 21st August, 1909. [20

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE:—LONDON.

PAID-UP CAPITAL.....£1,200,000
RESERVE FUND.....£1,575,000
RESERVE LIABILITIES OF PROPRIETORS.....£1,200,000

INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.
On Fixed Deposits for 12 months, 4 per cent.
" " " 6 " — 3½ "
" " " 3 " — 2½ "

WM. DICKSON,
Manager.

Hongkong, 5th April, 1909. [21

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP.....GOLD $3,250,000
ABOUT MEX $7,222,222
RESERVE FUND.....GOLD $3,250,000
=ABOUT MEX $7,222,222

HEAD OFFICE:
60 WALL STREET, NEW YORK.

LONDON OFFICE:
THREADNEEDLE HOUSE, E.C.

LONDON BANKERS:
BANK OF ENGLAND.
NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.
THE CAPITAL AND COUNTIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account at the rate of 2% per annum on daily balances and accepts Fixed Deposits at the following rates:—
For 12 months 4½ per cent. per annum.
6 " 4 " " " "
3 " 3 " " " "

No. 9, Queen's Road Central,
Hongkong.
W. M. ANDERSON,
Manager.

Hongkong, 8th April, 1908. [18

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.
(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL Fl. 45,000,000 (£3,750,000).
RESERVE FUND Fl. 6,125,745 (about £510,479).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES:—Singapore, Penang, Shanghai, Rangoon, Samarang, Sourabaya, Cheribon, Tegal, Pecalongan, Pasoeroean, Tjilatjap, Padang, Medan (Deli), Palembang, Kota-Radja (Acheen), Bandjermasin.
Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c.

LONDON BANKERS:
THE UNION OF LONDON AND SMITHS BANK, LIMITED.

THE Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and correspondents in the East, on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description.
INTEREST ALLOWED.
On Current Accounts 2% per annum on daily balances.
Fixed Deposits 12 months 4½% per annum.
Do. 6 do. 4% do.
Do. 3 do. 3½% do.

J. L. VAN HOUTEN,
Agent.

Hongkong, 22nd July 1909 [19

Banks

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP.....Yen 24,000,000
RESERVE FUNDS.....,, 15,900,000

Head Office:—YOKOHAMA.

Branches and Agencies.

TOKIO.	CHEFOO.
KOBE.	TIENTSIN.
OSAKA.	PEKIN.
NAGASAKI.	NEWCHWANG.
LONDON.	DALNY.
LYONS.	PORT ARTHUR.
NEW YORK.	ANTUNG.
SAN FRANCISCO.	LIOYANG.
HONOLULU.	MUKDEN.
BOMBAY.	TIE-LING.
SHANGHAI.	CHANG-CHUN.
HANKOW.	

HONGKONG:—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per annum on the Daily Balance.
On fixed deposit:—
For 12 months.....4½ p.a.
,, 6 ,,.....3½ ,,
,, 3 ,,.....2½ ,,

TAKEO TAKAMICHI,
Manager.

Hongkong, 11th September, 1909. [17

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
INTEREST on deposits is allowed at 3½ PER CENT. per annum.
Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 12th January, 1907. [21

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP...Sh. Taels 7,500,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:

Berlin	Calcutta	Hamburg	Hankow
Kobe	Peking	Singapore	Tientsin
Tsinanfu	Tsingtau	Yokohama	

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:

Koenigliche Seehandlung (Preussische Staatsbank)
Direction der Disconto-Gesellschaft
Deutsche Bank
S. Bleichroeder
Berliner Handels-Gesellschaft
Bank fuer Handel und Industrie
Robert Warschauer & Co.
Mendelssohn & Co.
} Berlin.
M. A. von Rothschild & Soehne
Jacob S. H. Stern
} Frankfurt a/M.
Norddeutsche Bank in Hamburg, Hamburg.
Sal. Oppenheim jr. & Co., Koeln.
Bayerische Hypotheken und Wechselbank, Muenchen.

LONDON BANKERS:
MESSRS. N. M. ROTHSCHILD & SONS.
THE UNION OF LONDON AND SMITH'S BANK LIMITED.
DEUTSCHE BANK (BERLIN), LONDON AGENCY
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account. DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

A. KOEHN,
Manager.

Hongkong, 4th December, 1907. [25

Intimations.

THE SAVOY, 13, Queen's Road Central.

The SAVOY beg to inform their Customers and Residents that they are disposing of their Stock at Cost Price, owing to their removal to new premises. Gentlemen's underwear a speciality, also the well-known W. B. Corsets, Ladies' and Children's Shoes, and Canton Embroideries.

The REGAL SHOES are not included, they will be sold at the usual price, $10 per pair.

Hongkong, 31st August, 1909 [39

THE SAVOY, 13, Queen's Road Central.

GREEN ISLAND CEMENT COMPANY LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net $5.50 per Cask ex Factory.
In Bags of 250 lbs. net $3.45 per Bag ex Factory.

SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 15th August, 1908. [18

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

WILL despatch VESSELS to the Undermentioned PORTS on or about the DATES named:—

FOR	STEAMERS	TO SAIL ON	REMARKS.
LONDON, &c., via usual Ports	ASSAYE ..... Capt. Owen Jones, R.N.R.	Noon, 18th Sept.	*See Special Advertisement.*
SHANGHAI, MOJI, KOBE & YOKOHAMA	PESHAWUR ..... Capt. C. F. Lockstone ...	About 18th Sept.	Freight and Passage.
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	BORNEO ..... Capt. W. H. S. Hall	About 22nd Sept.	Freight and Passage.
SHANGHAI	HIMALAYA ..... Capt. L. E. S. Spicer, R.N.R.	About 30th Sept.	Freight and Passage.

For Further Particulars, apply to

E. A. HEWETT,
Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, 16th September, 1909 [4

Intimations.

LANE, CRAWFORD & CO.

A 5 or 10 Catty Box constitutes one of the most acceptable Presents to those at Home. Without doubt this is the Finest Blend of TEA at the Price, to be had in China.

LANE, CRAWFORD & CO.
ARE NOW BOOKING ORDERS FOR THE ABOVE SPECIALLY-BLENDED
FOOCHOW TEA.

PRICES:
Including Freight, Duty and Delivery to any address in the United Kingdom.
Per 10 Catty Box, $17.50. Per 5 Catty Box, $10.00. [30

Telephone No. 75.

Champagnes, Sherries,
Marsalas, Madeiras,
Ports, Clarets,
Burgundies, Hocks & Moselles,
Brandies, Gins,
Whiskies, Vermouths,
Bitters, Liqueurs,
Ales, Beers and Stouts.

CALDBECK, MACGREGOR & CO.,
Wine & Spirit Merchants,
15, Queen's Road Central.

Hongkong, 1st September, 1909 [31

Hotels.

HOTEL PLEASANTON,

No. 17, Water Street, Yokohama.

FIRST CLASS PRIVATE HOTEL—Newly Opened and Furnished Suites or Single Rooms, Private Baths, Modern Sanitary Fittings, Electric Light, Up-to-date Appointments, Renowned Cuisine, Dark Room for Photographers. Charges Moderate.

HENRY LUTZ,
MANAGER.

Hongkong, 16th July, 1908 [69

HOTEL CRAIGIEBURN.

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS Tel. 56.

For Terms, &c., apply to the
MANAGER.

Hongkong, 2nd July, 1909 [29

Shipping—Steamers

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF
THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM" 2,363 Tons, "FATSHAN" 2,260 Tons, "KINSHAN" 1,995 Tons. "HEUNGSHAN" 1,998 Tons.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), and 10 P.M. (Saturday excepted).
Departures from CANTON to HONGKONG daily at 8 A.M. and 5.15 P.M. (Sunday excepted).
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River
Special attention is drawn to their Superior Saloon and Cabin Accommodation. Lighted throughout by electricity. Electric Fan in each cabin.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "SUI-TAI" 1,265 Tons and "SUI-AN" 1,265 Tons.

Departures from Hongkong to Macao on week days at 8 A.M. and at 2 P.M. from the Company's Wing Lok Street Wharf.
Departures from Macao to Hongkong on week days at 7.30 A.M. and at 2 P.M.

CANTON-MACAO LINE.

S.S. "HOI SANG," 457 Tons

Departures from MACAO to CANTON on Monday, Wednesday and Friday, at 9 P.M.
Departures from CANTON to MACAO on Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF
HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD. AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 Tons, and "NANNING," 569 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. Passengers can return to Hongkong or Vice Versa by the Companies' direct steamers "Lintan" and "Sanui." These vessels have Superior Cabin Accommodation and are lighted throughout by electricity. Electric Fan in each cabin.

EXCURSION TO MACAO.

On SUNDAY, the 19TH SEPTEMBER, 1909.
The Company's Steamship
"HEUNGSHAN,"
will depart from the COMPANY'S CANTON STEAMERS WHARF at 9 A.M.
Departure from Macao at 4 P.M.
Machado's String Band will play during the trip.
Excursion Rates as usual.
S.S. *Sui An* and *Sui Tai* will not run on the above date.

Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,
HOTEL MANSIONS, (FIRST FLOOR),
opposite the Blake Pier. [9

Hotels.

HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

String Band play during Tiffin and Dinner.

A. F. DAVIES,
Manager.

Hongkong, 5th February, 1909 [26

GRAND CARLTON HOTEL,

8 & 10, ICE HOUSE ROAD,
Telephone No. 812.
Telegraphic Address—"GRAND" *Hongkong.*

RENOWNED
For Luxury, Comfort, Quiet, Freshness and Excellent Cuisine.

O. E. OWEN,
Proprietor.

Hongkong, 10th August, 1909. [25

ASTOR HOUSE

(LATE CONNAUGHT HOTEL.)
QUEEN'S ROAD, HONGKONG.

CENTRALLY situated, up-to-date Hotel. Recently renovated, and under entirely New Management. Large and Comfortable Rooms, Excellent Cuisine under the supervision of an Experienced FRENCH CHEF, and separate Tables, Hot and Cold Baths, Electric Light throughout. Terms moderate, First Class accommodation for Families and Tourists.

Under Personal Supervision of
L. GAMEAU, Proprietor. N. BLUMENTHAL, Manager.

Telephone, 170. Telegrams "Astor." [24

Mails.

NORDDEUTSCHER LLOYD.

BREMEN.

IMPERIAL GERMAN MAIL LINES.

For	Steamers	To Sail
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"LUTZOW" Capt. C. Dewers	About WEDNESDAY, 22nd Sept.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"DERFFLINGER" Capt. E. Zacharias	SATURDAY, 25th Sept., 4 P.M.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE	"PRINZ SIGISMUND" Capt. D. Lenz	FRIDAY, 8th Oct., Daylight.
YOKOHAMA and KOBE	"COBLENZ" Capt. H. Raegener	About SATURDAY, 16th Oct.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 10th September, 1909. [5

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.

" TO and FROM JAPAN via SHANGHAI.

For	Steamers	Captains	To Sail on
SHANGHAI, KOBE, YOKOHAMA	SYDNEY	X	27th Sept., P.M.
MARSEILLES, via PORTS	POLYNESIEN	Broc	28th Sept., at 1 P.M.
SHANGHAI, KOBE, YOKOHAMA	TOURANE	Lancelin	11th Oct., P.M.
MARSEILLES, VIA PORTS	OCEANIEN	Sellier	12th Oct., at 1 P.M.

Transhipment on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £27.10 up to £71.10. 20 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. de CHAMPMORIN,

AGENT,

QUEEN'S BUILDINGS.

Hongkong, 14th September, 1909. [9

MESSAGERIES CANTONAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KOUANG-SI.

S.S. "PAUL BEAU," 1,900 tons, 14 knots.

S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.

Departure from Hongkong at 10 P.M. (Saturdays excepted).

Departure from Canton at 5.15 P.M. (Sundays excepted).

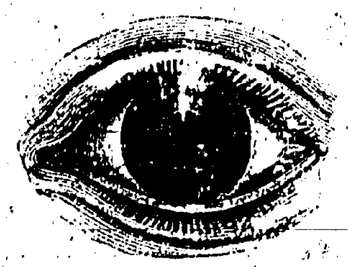
These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.

The Company's Own Wharf near Wing Lok Street and its berth in Canton opposite Shameen.

For further particulars, please apply to the COMPANY'S OFFICE at Shameen, Canton, or to their Agents

BARRETTO & CO., Hongkong.

Hongkong, 9th October, 1908. [14



EYES RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,

CORNER OF D'AGUILAR STREET AND QUEEN'S ROAD.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.

Ask, or write, for Illustrated Booklet on "Defective Sight,"—free.

LONDON, 5, John Street, Bedford Row, W.C.

CALCUTTA, 59, Bentinck Street.

SHANGHAI, 566, Nanking Road.

Hongkong, 1st March 1908. [11

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.	No. 2 DOCK.	NO. 3 DOCK. (IN COURSE OF CONSTRUCTION.)
Docking Length .....515 ft.	Docking Length.....376 ft.	Docking Length.....481 ft.
Width of Entrance ... 80 "	Width of Entrance... 50 "	Width of Entrance... 63 "
Water on Blocks ..... 28 "	Water on Blocks ... 26 "	Water on Blocks..... 21.5 "

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 40 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

A large mooring basin is available alongside our own works for mooring vessels whilst under repairs.

Telephone: Nos. 876, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebers, Scotts, A. 1, and Watkins.

Yokohama, April 28th, 1903. [46

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP .....$1,250,000)

Loans on Mortgage of House Property, &c.
Goods received on Storage.
Advances made on Merchandise.
Loans made on the Provident System.
(Rates and Particulars on application).

THE OFFICE OF TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c., Undertaken and Executed.

SHEWAN, TOMES & Co., General Managers.

Hongkong, 10th March, 1908. [14

To Let.

TO-LET.

IN No. 6, DES VŒUX ROAD CENTRAL, Offices and Godown.

In No. 5, QUEEN'S ROAD CENTRAL, Victoria Building, Rooms suitable for Offices.

ROOMS in College Chambers, No. 31, WYNDHAM STREET.

Apply to—

DAVID SASSOON & Co., Ld.

Hongkong, 15th September, 1909. [581

TO LET.

KING'S BUILDINGS, OFFICES facing the Harbour from about October, at present in occupation of Messrs. Jardine, Matheson & Co., Ld.

Apply—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 3rd June, 1909. [463

TO LET.

OFFICES and ROOMS on the 2nd Floor of No. 14, Des Vœux Road Central (formerly occupied by Messrs. Shewan, Tomes & Co.).

Apply to—

THE COMPRADORE DEPARTMENT, E. D. Sassoon & Co., Queen's Road Central.

Hongkong, 11th September, 1909. [188

TO LET.

NO. 1 & 3 MORRISON HILL, also OFFICES at No. 2 PEDDER STREET.

Apply to—

Messrs. JARDINE, MATHESON & Co., LTD.

Hongkong, 29th May, 1909. [408

TO LET.

OFFICES, No. 2, CONNAUGHT ROAD, 3rd Floor.

No. 3 CLIFTON GARDENS, CONDUIT ROAD.

A HOUSE in WONG-NEI-CHONG ROAD.

A HOUSE in RIPON TERRACE.

OFFICES in YORK BUILDING.

GODOWNS in PRAYA EAST, BLUE BUILDINGS, and No. 16B, DES VŒUX ROAD next to the Hongkong Hotel.

FLATS in MORETON TERRACE.

No. 10, DES VŒUX ROAD CENTRAL 1st Floor.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st June, 1909. [51

TO LET.

GODOWN No. 54, DUDDELL STREET.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st June, 1909. [11

F. BLACKHEAD & Co.,

SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS,

GROUND FLOOR, ST. GEORGE'S BUILDING, HONGKONG,

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT DAIMLER'S PATENT MOTOR LAUNCHES, &c., &c., &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM and F. & O. SPECIAL LIQUER SCOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK AT REASONABLE PRICES.

Hongkong, 1st March 1909. [11

TYPEWRITERS

FOR

HIRE.

REPAIR

IS OUR

SPECIALITY.

DRAGON CYCLE DEPOT,

33-35, Des Vœux Road, Central,

Hongkong. [61

DUKE OF THE ABRUZZI.

ACHIEVEMENTS IN HIMALAYAN HEIGHTS.

A SYSTEM OF STUPENDOUS GLACIERS.

H. R. H. the Duke of the Abruzzi and party left Bombay on August 28, by the P. and O. mail for Europe after their mountaineering expedition. In achievements H. R. H. has now added the distinction of having reached in the Himalayas a higher altitude than has ever before been attained by any mountaineer in any part of the world. This is not the first notable mountaineering feat performed by the Duke of the Abruzzi. In 1897 he made the first ascent of Mount St. Elias, in Alaska, which towers to a height of 18,060 ft. above sea level, while only three years ago he achieved the conquest of the virgin summits of Ruwenzori, the great snow-capped mountain group which rises almost from the Equator, on the borders of the Uganda Protectorate and the Congo State, to a height of 16,815ft. In the interval between these two expeditions the Duke materially enhanced his reputation as an explorer by his conduct of the North Polar Expedition on board the Stella Polare, which spent the winter of 1899-1900 in the far north of the Franz Josef Land archipelago. Though the Duke was incapacitated and unable to take part in the final dash for the Pole, Captain Cagni, the leader of the northern party, reached the then record latitude of 86deg. 33min. N. The experience gained on this expedition of Arctic conditions has no doubt been recalled by the explorer when climbing far above the snow line in the tropics. On the upper slopes of Mount Godwin Austen, the scene of the Duke's latest triumph, the temperature during the ascent is reported to have been 15 deg. below zero.

THE DUKE'S CLIMB.

The party, which originally set out on this last climbing exploit, consisted of the following:—The Duke of the Abruzzi; Marchese Negrotto, Italian Navy; Cav. Vittario Sella, photographic expert; Cav. Dr. Filippo de Filippi, explorer and writer; and Signor Botta, assistant photographer. The party also included seven European guides, of whom the following four had previously had experience in the Himalayas:—Joseph Petigax, Alexis Brocherel, Henri Brocherel, G. Sarvoie. On arrival at Bombay, the Duke travelled by train to Rawal Pindi, and thence went on Srinagar, where the coolies for the expedition had previously been engaged. The caravan started, with K2 for its objective, on April 21, by way of the Sind Valley. The explorers were seen off by Sir Francis Younghusband, himself a famous explorer, and they went by easy marches to Baltal, at the foot of the Zoji-la (or pass), the weather at this stage being uniformly bad, cold and stormy. Here the first serious ridge lay before them, the climb up the Zoji-la being a matter of 11,300ft., and having surmounted this, the explorers found the next stage the march up the valley of the Indus to Skardu, comparatively free from difficulty. Then followed a difficult and trying path by way of Shaigar and the Baltaro glacier, where is, perhaps, the most formidable group of glaciers in the world. Here, however, they had their goal, the unconquered peak of K2, before their eyes, and together they spent over two months in the snows. In the attempt to climb mount Godwin Austen, or K2, as it is labelled in the trigonometrical survey of India, in which the Duke broke all previous mountaineering record, only the Duke and his personal staff and three guides under Mr. Petigax, who has accompanied H. R. H. on several of his previous explorations, took part. The guides have been staying in Bombay for some time, but the Duke and his staff only arrived on Wednesday, having visited Agra and Delhi en route. The party have made a thorough survey of the whole system of stupendous glaciers of which Baltaro is the centre and the meteorological and other valuable observations obtained will be of unique interest to science; while hundreds of photographic negatives and several cinematograph film pictures have been obtained. In spite of the incessant exposure of the last four months and the hardships endured, all the party look exceedingly fit.

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WEATHER-FORECAST AND STORM-WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

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Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here:—

Signal No.		
1.	A CONE point upwards	Indicates a Typhoon to the North of the Colony.
2.	A CONE point upwards and a DRUM below	Indicates a Typhoon to the North-East of the Colony.
3.	A DRUM	Indicates a Typhoon to the East of the Colony.
4.	A CONE point downwards and DRUM below	Indicates a Typhoon to the South-East of the Colony.
5.	A CONE point downwards	Indicates a Typhoon to the South of the Colony.
6.	A CONE point downwards and BALL below	Indicates a Typhoon to the South-West of the Colony.
7.	A BALL	Indicates a Typhoon to the West of the Colony.
8.	A CONE point upwards and BALL below	Indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. *Tamar*, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office:—

THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. *Tamar*.

I. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony

II. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III. Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being first published by night.

These Night Signals will be substituted the the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNINGS.

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour.

Gap Rock.	Aberdeen.
Waglan.	Sau Ki Wan.
Stanley.	Sai Kung.
Cape Collinson.	Sha Tau Kok.
	Tai Po.

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels, on demand, by signal, from the light-houses.

F. G. FIGG, Director.

1909 [9

Mails.

NORDDEUTSCHER LLOYD.

BREMEN.

IMPERIAL GERMAN MAIL LINES.

For	Steamers	To Sail
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"Lutzow" Capt. C. Dewers	About WEDNESDAY, 22nd Sept.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"Derfflinger" Capt. E. Zacharias	SATURDAY, 25th Sept., 4 P.M.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE	"Prinz Sigismund" Capt. D. Lenz	FRIDAY, 8th Oct., Daylight.
YOKOHAMA and KOBE	"Coblenz" Capt. H. Raegener	About SATURDAY, 16th Oct.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 10th September, 1909. [5

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.
" TO and FROM JAPAN via SHANGHAI.

For	Steamers	Captains	To Sail On
SHANGHAI, KOBE, YOKOHAMA	...Sydney	...X	...27th Sept., P.M.
MARSEILLES, VIA PORTS	...Polynesien	...Broc	...28th Sept., at 1 P.M
SHANGHAI, KOBE, YOKOHAMA	...Tourane	...Lancelin	...11th Oct., P.M
MARSEILLES, VIA PORTS	...Oceanien	...Sellier	...12th Oct., at 1 P.M.

Transhipment on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £27.10 up to £71.10. 30 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. de CHAMPMORIN,
AGENT,
QUEEN'S BUILDINGS.

Hongkong, 14th September, 1909. [9

MESSAGERIES CANTONAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KOUANG-SI.

S.S. "PAUL BEAU," 1,900 tons, 14 knots.
S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.

Departure from Hongkong at 10 P.M. (Saturdays excepted).

Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.

The Company's Own Wharf near Wing Lok Street and its berth in Canton opposite Shameen.

For further particulars, please apply to the COMPANY'S OFFICE at Shameen, Canton, or to their Agents

BARRETTO & CO., Hongkong.

Hongkong, 9th October, 1908. [14

EYES RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,

CORNER OF D'AGUILAR STREET AND QUEEN'S ROAD.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.

Ask, or write, for Illustrated Booklet on "Defective Sight,"—free.

LONDON, 5, John Street, Bedford Row, W.C.
CALCUTTA, 59, Bentinck Street
SHANGHAI, 566, Nanking Road.

Hongkong, 1th March 1908. [11

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 Dock.	No. 2 Dock.	No. 3 Dock. (In course of construction.)
Docking Length .....515 ft.	Docking Length.....376 ft.	Docking Length.....481 ft.
Width of Entrance ... 80 "	Width of Entrance... 50 "	Width of Entrance... 63 "
Water on Blocks ..... 28 "	Water on Blocks ... 26 "	Water on Blocks..... 21.5 "

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 40 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

A large mooring basin is available alongside our own works for mooring vessels whilst under repairs.

Telephone: Nos. 376, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt. Liebers, Scotts, A. 1, and Watkins.

Yokohama, April 28th, 1903. [46

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(Capital Paid Up .....$1,250,000)

Loans on Mortgage of House Property, &c.
Goods received on Storage.
Advances made on Merchandise.
Loans made on the Provident System.
(Rates and Particulars on application).

THE OFFICE OF TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c., Undertaken and Executed.

SHEWAN, TOMES & Co., General Managers.

Hongkong, 19th March, 1908. [14

F. BLACKHEAD & Co.,

SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSON AGENTS,

GROUND FLOOR, ST. GEORGE'S BUILDING, HONGKONG,

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT DAIMLER'S PATENT MOTOR LAUNCHES,

&c., &c., &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM and A. & O. SPECIAL LIQUER SCOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK at REASONABLE PRICES.

[11

To Let.

TO LET.

IN No. 6, DES VŒUX ROAD CENTRAL, Offices and Godown.

In No. 5, QUEEN'S ROAD CENTRAL, Victoria Building, Rooms suitable for Offices.

ROOMS in College Chambers, No. 31, WYNDHAM STREET.

Apply to—
DAVID SASSOON & Co., Ld.
Hongkong, 15th September, 1909. [584

TO LET.

KING'S BUILDINGS, OFFICES facing the Harbour from about October, at present in occupation of Messrs. Jardine, Matheson & Co., Ld.

Apply—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 3rd June, 1909. [463

TO LET.

OFFICES and ROOMS on the 2nd Floor of No. 14, Des Vœux Road Central (formerly occupied by Messrs. Shewan, Tomes & Co.).

Apply to—
THE COMPRADORE DEPARTMENT,
E. D. Sassoon & Co.,
Queen's Road Central.
Hongkong, 11th September, 1909. [188

TO LET.

NO. 1 & 3 MORRISON HILL, also OFFICES at No. 2 PEDDER STREET.

Apply to—
Messrs. JARDINE, MATHESON & Co., LTD.
Hongkong, 29th May, 1909. [408

TO LET.

OFFICES, No. 2, CONNAUGHT ROAD, 3rd Floor.

No. 3 CLIFTON GARDENS, CONDUIT ROAD.

A HOUSE in WONG-NEI-CHONG ROAD.

A HOUSE in RIPON TERRACE.

OFFICES in YORK BUILDING.

GODOWNS in PRAYA EAST, BLUE BUILDINGS, and No. 168, DES VŒUX ROAD next to the Hongkong Hotel.

FLATS in MORETON TERRACE.

No. 10, DES VŒUX ROAD CENTRAL, 1st Floor.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st June, 1909. [51

TO LET.

GODOWN No. 54, DUDDELL STREET.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st June, 1909. [11

TYPEWRITERS

FOR

HIRE.

REPAIR

IS OUR

SPECIALITY.

DRAGON CYCLE DEPOT,

88-86, Des Vœux Road, Central,

Hongkong. [41

DUKE OF THE ABRUZZI.

ACHIEVEMENTS IN HIMALAYAN HEIGHTS.

A SYSTEM OF STUPENDOUS GLACIERS.

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The party, which originally set out on this last climbing exploit, consisted of the following:—The Duke of the Abruzzi; Marchese Negrotto, Italian Navy; Cav. Vittario Sella, photographic expert; Cav. Dr. Filippo de Filippi, explorer and writer; and Signor Botta, assistant photographer. The party also included seven European guides, of whom the following four had previously had experience in the Himalayas:—Joseph Petigax, Alexis Brocherel, Henri Brocherel, G. Sarvoie. On arrival at Bombay, the Duke travelled by train to Rawal Pindi, and thence went on Srinagar, where the coolies for the expedition had previously been engaged. The caravan started, with K2 for its objective, on April 21, by way of the Sind Valley. The explorers were seen off by Sir Francis Younghusband, himself a famous explorer, and they went by easy marches to Baltal, at the foot of the Zoji-la (or pass), the weather at this stage being uniformly bad, cold and stormy. Here the first serious ridge lay before them, the climb up the Zoji-la being a matter of 11,300ft., and having surmounted this, the explorers found the next stage the march up the valley of the Indus to Skardu, comparatively free from difficulty. Then followed a difficult and trying path by way of Shaigar and the Bultaro glacier, where is, perhaps, the most formidable group of glaciers in the world. Here, however, they had their goal, the unconquered peak of K2 before their eyes, and altogether they spent over two months in the snows. In the attempt to climb mount Godwin Austen, or K2, as it is labelled in the trigonometrical survey of India, in which the Duke broke all previous mountaineering record, only the Duke and his personal staff and three guides under Mr. Petigax, who has accompanied H. R. H. on several of his previous explorations, took part. The guides have been staying in Bombay for some time, but the Duke and his staff only arrived on Wednesday, having visited Agra and Delhi en route. The party have made a thorough survey of the whole system of stupendous glaciers of which Bultaro is the centre and the meteorological and other valuable observations obtained will be of unique interest to science; while hundreds of photographic negatives and several cinematograph film pictures have been obtained. In spite of the incessant exposure of the last four months and the hardships endured, all the party look exceedingly fit.

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Signal No.		
1.	A CONE point upwards	Indicates a Typhoon to the North of the Colony.
2.	A CONE point upwards and a DRUM below	Indicates a Typhoon to the North-East of the Colony.
3.	A DRUM	Indicates a Typhoon to the East of the Colony.
4.	A CONE point downwards and DRUM below	Indicates a Typhoon to the South-East of the Colony.
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Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

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The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. *Tamar*, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office:—

THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. *Tamar*.

I. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony

II. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III. Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being first published by night.

These Night Signals will be substituted the the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNINGS.

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour.

Gap Rock.	Aberdeen.
Waglan.	Sau Ki Wan.
Stanley.	Sai Kung.
Cape Collinson.	Sha Tau Kok.
	Tai Po.

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels, on demand, by signal, from the light-houses.

F. G. FIGG,
Director.

16th July 1909

Intimation.

Powell's

ARE NOW

SHOWING

A

UNIQUE

COLLECTION

OF

THE LATEST

AND MOST

ARTISTIC

CRETONNES

PRODUCED

THIS YEAR

SUITABLE FOR

CURTAINS,

LOOSE

COVERS,

BED

AND

WINDOW

DRAPERIES,

CUSHIONS,

AND A HOST OF

OTHER PURPOSES.

POWELL'S

SHOW ROOMS.

FIRST FLOOR

ALEXANDRA

BUILDINGS.

Hongkong, 7th September, 1909. [29

Public Companies.

DOUGLAS STEAMSHIP CO., LD.

THE ORDINARY GENERAL MEETING of SHAREHOLDERS will be held at the Company's Offices, on SATURDAY, the 25th September, at Noon, for the purpose of receiving the Report of the General Managers together with a Statement of Accounts to the 30th June, 1909.

The TRANSFER BOOKS of the Company will be CLOSED from the 15th to the 25th September, both days inclusive.

DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, 9th September, 1909. [647

GREEN ISLAND CEMENT CO., LTD.

AN INTERIM DIVIDEND of Thirty-five cents per Share for the Six Months, ending 30th June, 1909, will be payable on the 25th September, 1909, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from the 13th instant to the 25th September, 1909, both days inclusive.

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 6th September, 1909. [640

For Sale.

FOR SALE
AT
GRACA & CO.
27, Des Vœux Road.

VIEW Post Cards and Asiatic Postage Stamps.
Novels. Books for parlour and household use.
"The Doctor at Home"—1909 edition.
Prayer Books, Religious Pictures, Pendants, Medals, Statuettes, Flower Seeds.
Relief Scraps and Scrap Albums.
Toy Books for Children.
Manila Cigars and Cigarettes.
Stamps in Sets, Packets, Bags and Single.
Large Assortment of Albums for Stamps and Post Cards.
Postage Stamps Catalogues by Lincoln, Senf, Stanley Gibbons, Scott and Tailleurs.
Stock Books, Duplicate Pocket Books, Transparent Envelopes.
Moveable Leaf Albums, Tweezers, Magnifying Glasses, Perforation Gauges.
Water Mark Detectors.
Massey's Commercial Map and Directory.
&c., &c., &c.
Inspection invited.

Hongkong, 6th September, 1909. [65

LEE YEE
HAIR DRESSING SALOON

HAS ALWAYS ON HAND
CIGARS, CIGARETTES
AND
TOILET REQUISITES
FOR SALE
13, D'AGUILAR STREET,
HONGKONG.

Hongkong, 3rd September, 1909. [44

Intimations.

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.,
同 安 公 司 李

CABINET-MAKERS AND ART DECORATORS, from Shanghai, has re-opened their FURNITURE STORE
at
No. 39, DES VŒUX ROAD CENTRAL.
The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE of every description can be made to order in any design required.

Have been patronised by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., Firms and other leading Establishments in the Colony, to whom reference can be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd., write as follows:—

"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annexe to our Dispensary and gave us every satisfaction."

(Sd.) A. S. WATSON & Co.

25th May, 1891.

ORDERS punctually attended to, and CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 6th August, 1909. [44

NOTICE TO SUBSCRIBERS.

FROM and after 1st January, 1909, the rates of Subscription to the *Hongkong Telegraph* (daily and weekly issues) will be as follows:—

DAILY—$36 per annum.
WEEKLY—$13 per annum.

The rates per quarter and per mensem, proportional. Subscriptions for any period less than one month will be charged as for a full month.

The daily issue is delivered free when the address is accessible to messenger. Peak subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional $1.80 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is 50 cents per quarter.

Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).

(PAYABLE IN ADVANCE.)

There will be no rebate to Missionary Subscribers as heretofore.

By Order,
THE MANAGER,
Hongkong Telegraph Co., Ld.

Hongkong, 22nd December, 1908. [46

Intimations.

HONGKONG ST. ANDREW'S SOCIETY.

THE ANNUAL GENERAL MEETING of the above Society will be held in the City Hall, on THURSDAY, the 23rd instant, at 5.30 P.M. for the purpose of receiving the Annual Report and Statement of Accounts for the year ending 31st August, of electing Office-bearers for the ensuing year, &c.

DAVID WOOD,
Hon. Secretary.

Hongkong, 6th September, 1909. [641

JUST LANDED:

The well-known and famous brandy

"Bisquit Dubouche & Co."

	Per Bot.
XXX Very Old Fine	$2.50
V.O.C.B. Guaranted 20 Years Old	5.50

ALSO

QUINQUINA?
QUINQUINA?
DUBONNET?

FRENCH STORE,
Sole Agent.

Hongkong, 30th April, 1909. [40

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m.
7.30 a.m. to 10.00 a.m. ...Every 10 minutes
10.00 a.m. to 11.00 a.m. ...Every 15 minutes
11.30 a.m. to 12.45 p.m. ...Every 15 minutes.
12.45 p.m. to 1.15 p.m. ...Every 10 minutes.
1.15 p.m. to 1.45 p.m. ...Every 15 minutes
1.45 p.m. to 2.15 p.m. ...Every 10 minutes.
2.15 p.m. to 3.00 p.m. ...Every 15 minutes.
3.30 p.m. to 5.00 p.m. ...Every 15 minutes.
5.00 p.m. to 8.00 p.m. ...Every 10 minutes.

NIGHT CARS.

8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. ...Every 15 minutes
9.00 a.m. to 9.30 a.m. ...Every 30 minutes
9.30 a.m. to 10.30 a.m. ...Every 15 minutes.
10.30 a.m. to 11.00 a.m. ...Every 10 minutes.
11.45 a.m. to 12.00 noon...Every 15 minutes.
12.00 Noon to 1.00 p.m. ...Every 10 minutes
1.00 p.m. to 5.00 p.m. ...Every 15 minutes.
5.00 p.m. to 6.00 p.m. ...Every 10 minutes.
6.00 p.m. to 7.00 p.m. ...Every 15 minutes
7.00 p.m. to 8.00 p.m. ...Every 10 minutes.

NIGHT CARS as on Week Days

SATURDAYS.

Extra cars at 3.15 p.m., 11.30 p.m. and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDINGS, Des Vœux Road Central.

JOHN D. HUMPHREYS & SON
General Managers.

Hongkong, 1st April, 1909. [6

REGRET

You will NEVER if you

VISIT

MOHIDEEN & THAHA

in

D'AGUILAR STREET,

the

NEW JEWELLERS AND DEALERS

in

CEYLON PRECIOUS STONES

of every description, and other GEMS.

Hongkong, 31st August, 1909. [610

Dentistry.

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT No. 14, D'AGUILAR STREET.

REASONABLE FEES

Consultation Free.

Hongkong, 20th June, 1909. [1

DR. M. H. CHAUN,

THE LATEST METHOD
of the
AMERICAN SYSTEM OF DENTISTRY
24, QUEEN'S ROAD CENTRAL,
From the University of Pennsylvania, U.S.A.

Hongkong, 15th April, 1909. [7

CRETE AND ITS LITTLE WAYS.

Twenty-four hours' steaming from the Suez Canal brings you in sight of a high sky line of summits which you keep in view for half the day, or if it is night the officer of the watch will be anxious to make a flashing light with a twenty-five mile radius. That he will tell you is Gavdo—the Clauda of St. Paul—an islet close to the western point of Crete.

The southern coast is precipitous and harbourless. The Fair Havens, which still preserves its name, is an unsafe anchorage in a south-east wind. If you saw the northern shore you would have another impression. The deep Gulf of Kissamos, then Canea, with its magnificent mountain background, then Suda Bay, the bottle-necked inlet which could accommodate all our Dreadnoughts and Indomitables, then Rethymo, and Candia with the snowy cone of Ida to the south, and eastward the red flank of Juktas flung up against the sky.

Take half Yorkshire and the Derbyshire Peak, or take Hampshire, Wiltshire, and throw in the Cotswolds, and you will get the approximate area of the island. But it must be narrowed and lengthened, and the hills heightened to a trifle over 8,000 feet. It is about as long as from London to York, and the widest part is not so far as from London to Chatham. In this space dwell 310,000 odd Cretans—a population sparse enough, but a good deal of the ground is barren mountain. The northern slopes, though, are fair with vineyard and olive grove, and mulberry plantations for the silkworms. Above these stretch forests of chestnut and oak, and higher dark belts of pine touch the snows. Nearly half a million sheep and goats browse on the hills, and milk-white oxen plough the valleys. Oil and wine are the staple products. The rough red wine is not the famous Malmsey which our forefathers used to bring home when they touched at Candia returning from pilgrimage to the Holy Land. The Cretan cheese, which finds a market all over the Levant, is salt and hard.

THE PRODUCTS AND THE PEOPLE.

But the fruit of Crete is superb The big chestnuts form a large item of export and the oranges are the finest in the world, except, perhaps, those of Sidon. Grapes and melons, figs and pomegranates, and the delicious loquat are in profusion. The young cucumbers—most grateful of viands in warm weather—you eat by the dozen, not in salad, but *au naturel*. The wild flowers make a carpet of lovely hues in spring, and finally Crete, like another "distressful" island nearer home, enjoys the absence of snakes. What St. Patrick did for Ireland, St. Paul, the Cretans, tell you, did for Crete.

The people? Probably the first native you will meet on landing at Canea will be a lithe and comely youth, resembling an antique bronze, and of a similar hue. He is an Arab of pure race. His forefathers came from Bengazi, on the African coast. He will take charge of your baggage, and will prove an intelligent and trustworthy factotum. But you will only find him at Canea, to which town the Arab colony is confined. The rest of the population, Mohammedan as well as Christian, is more Greek than the subjects of King George, which is largely derived from Albanian and Slav sources. On the White Mountains at the back of Canea dwell the Sphakiotes, a fair race, who speak a tongue which has preserved much of the idiom of their Doric ancestors. The language of the whole island, in spite of local peculiarities and the Italian admixture which came from 450 years of Venetian rule, contains many antique forms. You may hear a so-called Turk—they all speak Greek—make use of phrases which were used in the classic period. On this side the Cretans are Hellenes. But, politically and historically, they have never belonged to Hellas.

WHAT HAS GREECE TO OFFER?

From what archæologists tell us of their prehistoric past their affinities were Asiatic. They took no part in the great Hellenic wars, neither Persian nor Peloponnesian. Under the Roman sway they were attached first to Cyrenaica and then to Illyria. They were discontented under the Byzantine Emperors, and when they wished to escape from oppression of Venice they preferred Moslem rule in Egypt, and emigrated there in large numbers. Those who stayed behind intrigued first with Genoa, then with the Turks, whom they welcomed at first as deliverers. They were in revolt before the Greeks of the mainland, but their ideal was a free Crete. The idea of Union with Greece first took definite shape in 1866. They have been practically free since 1898. Will their incorporation with the Greek Kingdom prove the panacea for all ills they deem it now? When one thinks of all it will mean it must be gravely doubted.

The Cretans are an industrious, thrifty folk, they are not likely to relish being heavily taxed to support the army of professional politicians who swallow so large a portion of the revenue. Greek party politics, which turn solely upon the antagonism between office-holders and office-seekers, have no vital interest for Crete. Then, again, union will bring with it the prohibitive Customs tariff which, in Greece, precludes all but the wealthy from the use of foreign products in a country which herself produces little. The sturdy, top-booted Cretan husbandman, who works hard and fares frugally, will soon tire of his cousin from Athens with his pseudo-Parisian manners, who does nothing but talk, and it is possible he will become as dissatisfied with Greek rule as he has been with that of others.—*Pall Mall Gazette.*

NOTICE.

MR. LI HON FAN, a Chinese graduate versed in literature, has been a teacher to European officials and merchants in this Colony for over ten years.

He has a good method of training Europeans to pass in the Chinese examination, and is possessed of a first rate certificate as a Chinese teacher. He has also a good knowledge of Mandarin.

Those who intend learning the Chinese language are requested to write care of *Hongkong Telegraph* office or direct to 37, Hollywood Road, 2nd floor.

Hongkong, 6th September, 1909. [638

Intimations.

YOU WILL NOT

be deceived. That there are cheats and frauds in plenty everybody knows; but it is seldom or never that any large business house is guilty of them, no matter what line of trade it follows. There can be no permanent success of any kind based on dishonesty or deception. There never was, and never will be. The men who try that are simply fools and soon come to grief—as they deserve. Now many persons are, nevertheless, afraid to buy certain advertised articles lest they be humbugged and deluded; especially are they slow to place confidence in published statements of the merits of medicines. The remedy known as

WAMPOLE'S PREPARATION

is as safe and genuine an article to purchase as flour, silk or cotton goods from the mills of manufacturers with a world-wide reputation. We could not afford to exaggerate its qualities or misrepresent it in the least; and it is not necessary. It is palatable as honey and contains the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry; and how valuable such a blending of these important medicinal agents must be is plain to everybody. It is beyond price in Anemia, Insomnia, Weakness and lack of Nervous Tone, Poor Digestion, Wasting Diseases, La Grippe, Lung Troubles and Blood Impurities. Science can furnish nothing better—perhaps nothing so good. Dr. W. H. Dalfe, of Canada, says: "I have used it in my practice and take pleasure in recommending it as a valuable tonic and reconstructive." It is a remedy that can afford to appeal to its record and represents the science and knowledge of bright and aggressive medical investigation. Effective from the first dose. "You cannot be disappointed in it." Like all good things it is imitated. Sold by chemists throughout the world.

3.

TENDERS are invited for the SUPPLY TO H. M. NAVAL YARD of the undermentioned Timber Materials for one year from 18th October, 1909, viz:—

TEAK, AMERICAN FIR or OREGON PINE, CAMPHOR WOOD, HARDWOODS } BAULK, THICKSTUFF, SCANTLING, PLANK, AND BOARD.

OREGON SPARS.

Forms of Tender, and information in regard to the conditions of contract, &c., can be obtained on application to the Naval Store Officer, H. M. Naval Yard. A deposit of one hundred dollars will be required with each tender, but this will be returned on the acceptance or rejection of the same. The tenders, which will be received till noon on 2nd prox., should be sealed and addressed to the Naval Store Officer, H.M. Naval Yard.

The lowest or any Tender will not necessarily be accepted.

Hongkong, 13th September, 1909. [654

OSMAN & CASUM,

1 & 3, D'AGUILAR STREET.

JUST UNPACKED

Ladies' Trimmed and Untrimmed HATS, RIBBONS, FLOWERS & FEATHERS.

MUSLIN and FIGURED VOILES.

LACE and EMBROIDERIES a speciality.

TABLE LINENS, SERVIETTES and HOUSEHOLD LINENS.

Samples on application.

Coast Port Orders carefully executed.

Hongkong 6th September, 1909. [57

Consignees.

S.S. "OCEANIEN."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London and Havre ex s.s. *Cordoman*, in connection with above Steamer are hereby informed that their Goods, with the exception of Treasure and Valuables are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before MONDAY, the 13th September, at 11 A.M., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 20th September, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 20th September, or they will not be recognised.

All damaged packages will be examined on MONDAY, the 20th September, at 3 P.M.

No Fire Insurance has been effected.

P. DE CHAMPMORIN,
Agent.

Hongkong, 13th September, 1909. [9

Consignees.

FROM EUROPE.

THE H. A. L. Steamship

"NICOMEDIA,"

Captain Habel, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills-of-Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given before TO-DAY.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 18th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 17th inst., at 3 P.M.

No Fire Insurance will be effected by us in any case whatever.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 11th September, 1909. [653

FROM EUROPE.

THE H. A. L. Steamship

"LIBERIA,"

Captain Knaisel, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained against Bills-of-Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given before TO-DAY.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st inst., will be subject to rent.

All broken, chafed, and damaged Goods must be left in the Godowns, where they will be examined on the 20th inst., at 3 P.M.

No Fire Insurance will be effected by us in any case whatever.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 14th September, 1909. [658

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENDORAN,"

FROM ANTWERP, LEITH, MIDDLESBRO', LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 22nd inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 29th inst., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 22nd inst., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 15th September, 1909. [660

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"DELTA,"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed *at their risk* in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—

From London, &c., *ex* S.S. *India*.
From Calcutta, *ex* S.S. *Japan*.
From Persian Gulf, *ex* B.I.S.N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 21st inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 15th September, 1909. [6

AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery Materials can be supplied, if required.

The Superioress will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 22nd April, 1908. [14

Intimation.

A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

AERATED WATER MANUFACTURERS.

SPECIALITIES:

DRY GINGER ALE.

LIME FRUIT CHAMPAGNE.

ORANGE CHAMPAGNE.

STONE GINGER BEER.

PALATABLE AND REFRESHING.

Watson's FRUIT SYRUPS

mixed with aerated or plain water make excellent refreshing beverages. Guaranteed to be made from the pure juice of sound ripe fruit.

A. S. WATSON & CO., LIMITED,

HONGKONG and KOWLOON.

Hongkong, 15th July, 1909 [28

NOTICE.

All communications intended for publication in "The HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).

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The postage on the weekly issue to any part of the world is 80 cents per quarter.

Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).

The Hongkong Telegraph

HONGKONG, THURSDAY, SEPTEMBER 16, 1909.

THE PEAK'S LATEST.

While the Government is seeking by every means in its power to reduce the public expenditure of the Colony, it is not surprising to learn that the residents at the Peak are clamouring for a Kindergarten School for the benefit of the children who happen to have the fortune to have been born within the folds of the purple. There is an old saying that you are not likely to get anything unless you ask for it, and certainly the people at the Peak are adepts at asking. The curious thing is that their demands are generally conceded, which is due perhaps to the fact that many of them have the ear of the higher officials. No matter what it is they want they keep on pegging away until they get their wishes fulfilled and we feel certain that one of these days the Government will erect a Kindergarten School on the Peak and the Chinese, who are prohibited from entering that Arcadia, and the Europeans who can scarcely make both ends meet and who have to kowtow to the aristocracy of the top levels, will have the privilege of paying for a luxury which is denied their own children. We cannot help thinking, however, that at this time when the Colony is in the throes of financial embarrassment, the Peakites have made a tactical blunder in presenting this claim for a kindergarten school all to themselves. They should have waited until the pressure of events had been somewhat relaxed, and sprung their new claim on the Colony when people were less critical of financial waste. Naturally we are assured by the advocates of this benevolent scheme that the school would more than pay for itself. If so, then, why do they not engage a teacher at their own expense and risk the experiment? As it is, the Colony has to pay something like $120 to $130 a head for the children attending the two schools which are reserved exclusively for children of European birth, and to ask the Colony to enter into a contract to provide the infantile population at the Peak with an education which is not enjoyed by the children of those living on the lower levels smacks of unmitigated audacity. But "audace, toujours l'audace" has always been the motto of those who know how to snatch the chestnuts out of the fire. The Peak community demanded that a children's park should be laid out in that delectable locality and they got their wish. Why they do not go the length of having a special telegraph and post office established at their doors, to say nothing of a couple of markets and a slaughter house we cannot fathom. Perhaps they fancy that such adjuncts would disturb the amenities of the salubrious quarter which they have encompassed for their own behoof. One of the reasons advanced in support of this precious kindergartern school scheme is that—the children are too far away from the schools which the youngsters living amid the turmoil and dust of the city are privileged to attend—for a consideration—and another is that they dread the dangers of the Peak Tramway. What about those children who have to travel from West Point to East Point in order to get to school? They do not seem to be ruffled or dismayed by the dangers which beset them, and the distance from the Peak to Wanchai is no greater than from West Point. We may take it that the high and mighty people of the Peak who occasionally favour the city with a visit will have to wait a while before they see their latest pet idea in full working order. However, let them keep on trying, nagging the Government when the proper season arrives, which is not yet, and we may eventually have the pleasure of contributing financially towards the upkeep of our betters.

Telegram.

"HONGKONG TELEGRAPH" SERVICE.

PRINCE REGENT'S GIFT.

BANNER TO SHANGHAI CHINESE VOLUNTEERS.

PRINCE TSAI HSUN ENTERTAINED.

[*From Our Own Correspondent.*]

Shanghai, 16th September, 3.50 p.m.

Yesterday afternoon Prince Tsai Hsun presented the gift, with which he had been entrusted by the Prince Regent, of a banner to be carried by the Chinese volunteers in Shanghai.

Later in the day, His Excellency the Prince was entertained to dinner by the Chinese section of the Shanghai volunteers.

LOCAL AND GENERAL.

THE latest Municipal loan of Singapore, amounting to a million dollars, has been covered two and a quarter times.

THE mine on Kamubing Estate was flooded last month, hence the net result from that source was only $2,400.

DR. Cawas Lalcaca, who was murdered at the same time as Sir Curzon Wyllie, was insured with the Ocean Accident Corporation for £2,000. The claim for this amount was admitted by the company on 11th ult.

THE Colonial Secretary has received information from H. B. M. Consul-General at Tientsin as follows:—Quarantine inspection against Hongkong withdrawn; usual restrictions as to the importation of articles likely to convey infection being continued.

WE learn from the *Osaka Mainichi* that the money subscribed by the public for the relief of the sufferers from the great fire of Osaka, including the amount directly sent to the Osaka-fu Government and the Municipal Office and the amounts contributed through the *Asahi* and *Mainichi*, now amounts to Y700,000, which is expected to be increased to Y800,000, as subscriptions still continue to come in.

THE foundation stone of the No. 3 dock at the Kure naval shipbuilding yard was laid on the 7th instant with the usual ceremony, Admiral Yamanouchi, Commander of the Kure Port Admiralty, presiding. The new dock is expected to be completed in 1911. Kure is gradually becoming more and more important as a naval station, and, with its cloud of black smoke, presents a busy scene of activity to the passengers in small steamers down the Inland Sea while in its grime and clangour is in marked contrast to the other ports.

Murder in New Territory.

ENRAGED FARMER KILLS A WOMAN.

UNFORTUNATE SEQUEL TO A PROPERTY DISPUTE.

A village near Sai Kung, in the New Territories, was the scene of a dastardly outrage some couple of days ago, whereby a woman lost her life under tragic circumstances and another woman barely escaped death at the hands of an infuriated man who for the time being seems to have run amok. To a representative of the *Telegraph*, the circumstances which led to the alleged murder were told this morning. It appears that, some time ago, a dispute arose between the alleged murderer's wife and two other women with regard to some property, which the former claimed belonged to her. As a result of the dispute, the woman approached her husband and laid the matter before him. The latter, who appears to have the misfortune of possessing an ill temper, proceeded to the homes of the aggressive parties and an altercation is said to have ensued, when the man is alleged to have savagely attacked one of the women. The knife which the infuriated man used was somewhat similar to a butcher's weapon the blade of which is said to have been as it entered an artery, causing the woman to bleed to death. Another woman who tried to interpose was fiercely attacked with the same weapon but fortunately escaped with slight injuries.

The alleged murderer was arraigned this morning at the Magistracy, where he was charged (1) with wilful murder, and (2) stabbing with intent to murder. The prisoner was remanded for a week.

CANTON DAY BY DAY.

SUNNING-KONGMOON RAILWAY.

[*From Our Own Correspondent.*]

Canton, 15th September.

Having obtained sanction from the Ministry of Posts and Communications at Peking to extend the Sunning Railway from Kung Yick Fau to as far as Kongmoon, the Sunning Railway Company now invite public subscription to shares at $5 each to raise the required capital for the work. The subscription list will be closed at the end of the 12th moon. Yesterday surveying work on the proposed route was commenced.

COPPER CENTS.

The Canton mint has stopped minting copper cents for several months past, so the shortage of copper coins is beginning to be felt in the Canton market. The Canton mint has therefore applied to the authorities for permission to resume coinage at the rate of fifty thousand pieces of copper cents daily from the 1st day of the 8th moon to be put on the market for circulation.

ENGINEERING STUDENTS.

The Director of the Canton-Kowloon Railway, Chinese Section, Taotai Wei Hau, in accordance with instructions received from Peking, has issued a notification to invite candidates to be examined for selection to be sent to the Peking Railway College to pursue a course of studies in railway engineering.

TYPHOON WARNING.

The telegram quoted below was received at the American Consulate-General from the Manila Observatory at 12.55 p.m. to-day:—

September 16th. Cyclone or typhoon N.W. of Yap moving W. or W.N.W.

Cyclone or typhoon W. of Ladrone or Mariana Islands moving W. or W.N.W.

THE German *Imperial Gazette* announces the following appointments to the Orders of the Crown and the Red Eagle:—Order of the Crown, First Class, the Marquis Yamanouchi, Vice-Admiral in the Japanese Navy, commanding the maritime prefecture of Kure. Order of the Crown, Second Class, Mr. Naomitchi Watanabe, Master of the Ceremonies at Tokyo. Order of the Red Eagle, Colonel Idzumi Ando, of the Japanese Army.

THE Exhibition Bureau has decided to send Messrs. Ikeda and Shioke, engineers in the Bureau, abroad for the investigation of models for buildings in the coming Great Exhibition of Japan. They will first visit the Alaska-Yukon Exhibition at Seattle, whence Mr. Ikeda will return home, while Mr. Shioke will proceed to Europe. On his way back he will visit India and inspect the oriental style of buildings. The two gentlemen left Yokohama on the 14th instant for Seattle.

THE following are the appointments to the cruiser *Flora* on her re-commissioning for another turn of duty with the China Squadron:—Lieutenants E. G. Jukes-Hughes (gunnery officer), F. V. Gray, A. J. Landon, and G. F. Edward Collins (navigation officer), Engineer Commander C. F. Pendleton, Engineer Lieut. C. E. Sutton, Rev. P. Rowlands (Chaplain), Staff-Surgeon H. F. Fraser, Surgeon G. T. Verry, Staff Paymaster F. W. Vining, Sub-Lieutenant G. H. Palmer, Gunners R. J. Sweet and A. G. Stock, Boatswain J. E. Blamey, Carpenter H. R. Lillicrap.

IT is formally announced that Her Imperial Highness Prince S. S. Fushimi is leaving Yokohama for Europe by the *Prinz Eitel-Friedrich* on the 25th instant. Her Highness will land at Genoa, and proceed overland to London, where she will join her husband, Prince Fushimi Hiroyasu, who is studying naval science in England. Their Highnesses will pay an official visit to the British Royal Family, and will then travel in France, Germany, Italy, Austria, Belgium, Switzerland, Netherlands, and Russia, returning to London, whence they will proceed to America and make a call at the White House on President Taft. It is expected that their Highnesses will return to Tokyo about July next year after spending some time in travel in North America.

China and Japan.

THE MANCHURIAN AGREEMENTS.

OFFICIAL TRANSLATION OF TEXT.

The following are the official English versions of the text of the two Agreements just signed between Japan and China:—

CHIENTAO.

The Imperial Government of Japan and the Imperial Government of China, desiring to secure for Chinese and Korean inhabitants in the frontier regions the blessings of permanent peace and tranquillity, and considering it essential to the attainment of such desire that the two Governments should in view of their relations of cordial friendship and good neighbourhood recognise the River Tumen as forming the boundary between China and Korea, and should adjust all matters relating thereto in a spirit of mutual accommodation, have agreed upon the following stipulations:—

Article I.—The Governments of Japan and China declare that the River Tumen is recognised as forming the boundary between China and Korea, and that in the region of the source of that river, the boundary line shall start from the Boundary Monument and thence follow the course of the Stream Shihyishwei.

Article II.—The Government of China shall, as soon as possible after the signing of the present Agreement, open the following places to the residence and trade of foreigners, and the Government of Japan may there establish Consulates or Branch Offices of Consulates. The date of the opening of such places shall be separately determined:—Lungchingtsun, Chutszchie, Toutaokou, and Paitsaokou.

Article III.—The Government of China recognises the residence of Korean subjects, as heretofore, on agricultural lands lying north of the River Tumen. The limits of the district for such residence are shown in an annexed map.

Article IV.—The Korean subjects residing on agricultural land within the mixed residence district to the north of the River Tumen shall submit to the laws of China, and shall be amenable to the jurisdiction of the Chinese local officials. Such Korean subjects shall be accorded by the Chinese authorities equal treatment with Chinese subjects, and similarly, in the matter of taxation and all other administrative measures, they shall be placed on equal footing with Chinese subjects. All cases, whether civil or criminal, relating to such Korean subjects shall be heard and decided by the Chinese authorities in accordance with the laws of China, and in a just and equitable manner. A Japanese Consular Officer or an official duly authorised by him shall be allowed freely to attend the Court, and in the hearing of important cases concerning the lives of persons, previous notice is to be given to the Japanese Consular Officers. Whenever the Japanese Consular Officers find that a decision has been given in disregard of law, they shall have the right to apply to the Chinese authorities for a new trial to be conducted by officials specially selected in order to assure justice of the decision.

Article V.—The Government of China engages that land and buildings owned by Korean subjects in the mixed residence district to the north of the River Tumen shall be fully protected, equally with the properties of Chinese subjects. Ferries shall be established on the River Tumen at places properly chosen, and people on either side of the river shall be entirely at liberty to cross to the other side, it being, however, understood that persons carrying arms shall not be permitted to cross the frontier without previous official notice or passports. In respect of cereals produced in the mixed residence district, Korean subjects shall be permitted to export them out of the said district, except in time of scarcity, in which case such exportation may be prohibited. Collection of firewood and grass shall be dealt with in accordance with the practice hitherto followed.

Article VI.—The Government of China shall undertake to extend the Kirin-Changchen Railway to the southern boundary of Yenchi, and to connect it at Hoiryong with a Korean railway, and such extension shall be effected upon the same terms as the Kirin-Changchun Railway. The date of commencing the work of the proposed extension shall be determined by the Government of China, considering the actual requirements of the situation, and upon consultation with the Government of Japan.

Article VII.—The present Agreement shall come into operation immediately upon its signature, and thereafter the Chientao Branch Office of the Residency-General as well as all civil and military officers attached thereto shall be withdrawn, as soon as possible, and within two months. The Government of Japan will, within two months hereafter, establish its Consulates at the places mentioned in Article II.

In witness whereof the undersigned, duly authorised by their respective Governments, have signed and sealed the present Agreement in duplicate, in the Japanese and Chinese languages.

The 4th day of the 9th month of the 42nd year of Meiji.

The 20th day of the 7th month of the 1st year of Hsuan Tung.

HIKOKICHI IJUIN.
LIANG TUN YEN.

MANCHURIA.

The Imperial Government of Japan and the Imperial Government of China, actuated by the desire to consolidate the relations of amity and good neighbourhood between the two countries, by settling definitely the matters of common concern in Manchuria, and by removing for the future all cause of misunderstanding, have agreed upon the following stipulations:—

Article I.—The Government of China engages that in the event of its undertaking to construct a railway between Hsinmintun and Fakumen it shall arrange previously with the Government of Japan.

Article II.—The Government of China recognises that the railway between Tashichao and Yingkow is a branch line of the South Manchurian Railway, and it is agreed that the said branch line shall be delivered up to China simultaneously with the South Manchurian Railway upon the expiration of the term of concession for that main line. The Chinese Government further agrees to the extension of the said branch line to the port of Yinkow (Newchwang.)

Article III.—In regard to the coal mines at Fushun and Yentai the Governments of Japan and China are agreed as follows:—

(*a*) The Chinese Government recognises the right of the Japanese Government to work the said coal mines.

(*b*) The Japanese Government, respecting the full sovereignty of China, engages to pay to the Chinese Government tax upon coals produced in those mines. The rate of such tax shall be separately arranged upon the basis of the lowest tariff for coals produced in any other places of China.

(*c*) The Chinese Government agrees that in the matter of the exportation of coals produced in the said mines, the lowest tariff of export duty for coals of any other mines shall be applied.

(*d*) The extent of the said coal mines, as well as all the detailed regulations, shall be separately arranged by commissioner specially appointed for that purpose.

Article IV.—All mines along the Antung-Mukden Railway and the main line of the South Manchurian Railway, excepting those at Fushun and Yentai, shall be exploited as joint enterprises of Japanese and Chinese subjects, upon the general principles which the Viceroy of the Eastern Three Provinces and the Governor of Mukden agreed upon with the Japanese Consul-General in the fortieth year of Meiji, corresponding to the thirty-third year of Kwangsu. Detailed regulations in respect of such mines shall, in due course, be arranged by the Viceroy and the Governor with the Japanese Consul-General.

Article V.—The Government of Japan declares that it has no objection to the extension of the Peking-Mukden Railway to the City Wall of Mukden. Practical measures for such extension shall be adjusted and determined by the local Japanese and Chinese authorities and technical experts.

In witness whereof the undersigned, duly authorised by their respective Governments, have signed and sealed the present Agreement in duplicate, in the Japanese and Chinese languages.

The 4th day of the 9th month of the 42nd year of Meiji. The 20th day of the 7th month of 1st year of Hsuan Tung.

HIKOKICHI IJUIN.
LIANG TUN YEN.

As already reported, the text of the agreements just signed in Peking for the settlement of the differences in Manchuria between Japan and China and of the Chientao question have been published in Tokyo. The following explanation of the agreements has been given out by the Foreign Office.

The negotiations for the settlement of the differences in Manchuria were to have been opened last autumn at Peking immediately upon the arrival of Mr. Ijuin, the new Japanese Minister, but the death of the Empress-Dowager and the Emperor of China delayed the opening of negotiations till December last, when they were entered upon with Mr. Yuan Shih-kai; whose dismissal from office in January last again entailed a suspension of the proceedings for a time. Subsequently the negotiations were resumed with Mr. Liang Tun Yen, and by the end of March last, great progress had been made, an agreement being arrived at on almost all the questions. At this juncture the Chinese Government brought forward a proposal to submit the questions in dispute to the decision of the Arbitral Court at The Hague, and the negotiations came to a standstill. On July 26th the Chinese Government withdrew its proposal for arbitration and expressed its willingness to resume the negotiations. The Japanese Government at once agreed and the proceedings were pushed on, culminating in the agreement just signed. In the negotiations neither of the parties made any concession or amendment from their respective proposals, so that the demands of the Japanese Government were granted almost in their entirety. [The meaning is obscure, but the translation is correct.] Further negotiations are to be opened for the settlement of the minor points, which have been left for future settlement in the terms of the agreement.

MINING QUESTIONS.

It is agreed that a tax on the coal produced at the Fushun and Yentai collieries shall be imposed on the basis of the tax imposed on the most favoured mine in China. This point will be settled between committees of the two countries after investigating the conditions of all the mines, as, the rate of tax imposed on Chinese mines varies. The export duty on coal produced at the Kaiping colliery is 30 tael cents per ton. This is the lowest rate imposed in China, and this favour will be extended to the coal produced at the Fushun and Yentai collieries. The acquirement by Japan of the right to work the mines in the district along the South Manchurian and Antung-Mukden Railways is one of the new concessions obtained by the present agreement. Iron mines in the vicinity of Penchi-hu are believed to have most brilliant prospects. The limits of the zone in which Japan is entitled to work the mines along the railways in question will be determined by further negotiations. Before the Russo-Japanese war Viceroy Alexieff demanded from the Governor-General of Mukden the concession of the right to work mines within a limit of 30 miles on either side of the railways in the Amur and Mukden districts, and this demand was almost conceded by the Chinese authorities. This fact will serve as a guide for the Japanese Government in the settlement of this question.

THE FAKUMEN RAILWAY.

The Chinese Government has abandoned its scheme to construct the Fakumen line and has withdrawn its plea that the line was not parallel to the South Manchurian Railway within the stipulation of the Peking Treaty. Provision is made in the new Agreement (Article I.) regarding the construction of lines desired by China which may be deemed to compete with the South Manchurian Railway. In the event of the Chinese Government again demanding the right to construct the Fakumen line, the Japanese Government, in accordance with the provisions of the present Agreement, may agree to the demand on conditions similar to those in connection with the Kirin-Changchung Railway.

THE KIRIN-HOIRYONG RAILWAY.

The provision in the agreement relating to the Kirin-Hoiryong Railway may appear somewhat vague. This provision only defines the means for connecting the lines when the Kirin-Changchung Railway is completed on the one hand and when Hoiryong (North Korea) is connected with a Korean sea port by rail the time for opening negotiations for the construction of the lines being left to the decision of the Chinese Government. The Kirin-Hoiryong Railway is dealt with in accordance with the Kirin-Changchung Railway Treaty, and the capital is to be contributed equally by Japan and China. The route of the line has not been decided on, but its length is estimated at about 200 miles.

THE CHIENTAO AGREEMENT.

According to the present agreement the Koreans now residing in Chientao and others proceeding there in the future are authorised to reside there freely in conformity with the provisions relating to mixed residence. The Japanese now residing in Chientao are not more than 200 in number, while the Koreans exceed 70,000. The protection of these Koreans must not for a moment be neglected. Therefore the Japanese Government is hastening the establishment of a Consulate. A Consul-General will probably be established at Lungchinsun, with branches at other places.—*Japan Chronicle.*

"IYO MARU'S" DISTINCTION.

WIRELESS TELEGRAPH INSTALLATION.

The first mercantile steamer to come into port with wireless telegraphy was the *Iyo Maru*, which was brought alongside the Tanjong Pagar wharf, yesterday morning, from London via ports, says the *Straits Times* of 9th inst.

The *Iyo Maru* arrived in Hongkong yesterday. The apparatus is of Japanese make, the suppliers being the Shibaura engineering works of Tokio, and is quite different from Marconi's system. The very high mast with its network of wires can be seen a great way off and presents a very unusual appearance. During the day, messages can be despatched to, or received from, a distance of 300 miles, but at night, 1,000 miles can be done, owing to less interruption in the electric waves. The ship has four receiving and four sending wires, and experts speak highly of its serviceableness compared with Marconi's invention. The last message the ship received was shortly before she reached Marseilles. Singapore is unfortunately devoid of the means of holding communication by wireless telegraphy with passing steamers, fully fitted up with this very useful invention. The *Iyo Maru* was formerly on the Japan-American run, but she has lately been placed on the London-Japan run.

SINGAPORE'S TRADE.

BRITISH BUSINESS BEATEN BY FOREIGN COMPETITION.

At a meeting of the Legislative Council yesterday afternoon, says the *Straits Times* of 8th inst., the report of the Colonial Secretary, Sir Arthur Young, K.C.M.G., on the Straits Settlements for 1908, was laid on the table. After quoting statistics relating to the trade of the Colony, the report proceeds:—It will be seen that while the total imports of the second period were $126,000,000 in excess of the decade 1889 to 1898, almost one-half of the additional trade has come from foreign countries. In fact the imports derived from foreign sources have risen by 120 per cent. while those from the United Kingdom and British possessions have risen by less than 62 per cent; in other words, foreign countries have in their competition with British countries in this market succeeded in increasing their business at twice the rate at which British trade has advanced. In the past year this feature was again noticeable, the proportion of British imports being 62¼ per cent of the total, while it had been in 1907 nearly 70 per cent.

The trade of the Straits Settlements suffered throughout the year 1908 a severe and constant depression, for although the volume of exports was greater than in 1907, prices were extremely poor and unremunerative. As a result the consumption of imported goods also declined, and the important business done in the Colony in piece goods was smaller and less profitable even than in 1907, a year which also showed a falling off from previous years. If anything the second half of the year was less favourable than the first, the speculative element being entirely absent, and credit to out-port customers being greatly curtailed, with the result that the indents of the latter were confined to the supply of their immediate requirements. Stocks of piece goods were freely drawn upon, and though these still stood at the close of the year at a figure above that shown at the end of 1905, they were much below the average of the last two years. Bangkok, the Federated Malay States, Sumatra and Borneo all weakened in their demand for piece goods, dyed cottons showing the greatest falling off.

The trading community has received an object lesson in giving credit beyond what is required for legitimate business and the disastrous year of 1908 makes it apparent that the Colony has large resources and men who are not deterred by consecutive years of depression, but have grasped the lessons to be learnt by those years, and by whose efforts the Colony may rely on every advantage being taken to maintain the position of the ports of the Colony as entrepots for the trade of the surrounding countries.

LEGISLATIVE COUNCIL.

A meeting of the Legislative Council was held in the Council Chamber this afternoon. Present:—His Excellency the Governor, Sir Frederick Lugard, K.C.M.G., His Excellency Colonel Darling, R.E., Hon. Mr. A. M. Thomson (Colonial Secretary), Hon. Sir Henry Berkeley (Attorney-General), Hon. Mr. C. McI. Messer (Colonial Treasurer), Hon. Mr. P. N. H. Jones (Director of Public Works), Hon. Mr. F. J. Badeley (Captain Superintendent of Police), Hon. Mr. A. W. Brewin (Registrar General), Hon. Dr. Ho Kai, M.B., C.M.G., Hon. Mr. W. J. Gresson, Hon. Mr. Wei Yuk, C.M.G., Hon. Mr. E. Osborne, Hon. Mr. E. A. Hewett, Hon. Mr. Murray Stewart, and Mr. C. Clementi (Clerk of Councils).

MINUTES.

The minutes of the last meeting were read and confirmed.

FINANCIAL MINUTE.

The Colonial Secretary laid on the table Financial Minute No. 40. It was agreed that it be referred to the Finance Committee.

LIQUOR LICENCES.

The Resolution under Section 6 of the Liquor Licences Extension Ordinance, 1908, was not proceeded with.

IMPORT DUTY.

The Attorney-General moved the second reading of the Bill entitled An Ordinance to provide for the collection of duties upon Intoxicating Liquors.

He said that this Bill was so fully dealt with by His Excellency in his speech to the Council when the Bill was read a first time that it would not be necessary for him to address the Council at any length. His Excellency on that occasion gave the reasons which had led the Government to introduce this Bill, told the necessity for its introduction for the raising of revenue necessary for carrying on His Majesty's Government in the Colony, and dealt generally with the Bill in a manner that enabled every member of the Council and every person out of the Council who read the speech in the papers to be fully acquainted with the principle of the Bill and with the measures that were to be included in the Bill to give effect to that principle. The principle was, shortly, the imposition of duties upon liquors as being, after consideration, deemed to be the article most properly subjective to duty on the occasion that had arisen for raising revenue to meet the necessities of the Government. He referred to the fact that originally it was intended to raise the revenue by an increase in the fees for liquor licences. After considering the representations that were made to the head of the Government it appeared that on the whole it would be less harsh if, instead of following that course, a duty should be placed by which the whole community would bear a part. The whole community were consumers of liquor. It was, therefore, considered fair and equitable to place this duty on the whole community instead of a single class—(hear, hear). He need not dwell upon the necessity for discovering some fresh source of revenue. It had readily and generally been recognised as a living necessity in view of the measures which the Colony had taken for the aid and assistance of China in suppressing the opium. It was the abandonment of the revenue obtained hitherto from opium, which there was every reason to believe would not come in in as large a volume in the future as in the past, that had compelled the finances of this Colony to look for some source that would give a supply of the ready money needed to carry on the Government. The source they proposed to tap and which they believed was generally the most approved was the consumption of liquor by the Colony. He held that the Government in bringing forward this Bill was giving effect to the resolutions adopted by the unofficial members. He referred to the provisions of the Bill in some detail and, with regard to the search of baggage, said that principle was nothing unusual. He deprecated the use of the term "domiciliary visit" in respect of a constable who was acting on a warrant granted by a magistrate on sworn information that it was believed certain goods were stored in a certain house The provision was taken from the Straits Settlements Ordinance, although it would be less offensive here than in the neighbouring Colony. He stated that there were several alterations in the Bill, the duty on spirits being reduced to $2.40 a gallon—or 40 cents a bottle. There would be no licence fee for the storage of naval and military wares. He expressed the belief that the members of the Council would see their way to pass this Bill unanimously.

His Excellency the Governor said he considered it desirable to explain the financial position of the Colony, in the hope that it would expedite the business of the Council. He took it the question in the mind of a good many members of this Council was somewhat as follows: On the 13th August by the resolution introduced into the Council it was estimated that the revenue derived from the operation of that resolution would amount to something like two and a half lakhs, whereas to-day they were bringing forward a Bill to impose import duties by which it was estimated that the tax derived under its operation would amount to perhaps some seven or eight lakhs or even, as the member for the Chamber of Commerce had said, perhaps ten lakhs. The question was: Why if two and a half lakhs were considered sufficient in the first instance, why was the taxpayer being asked to contribute so much more towards the finances of the Colony? In the first place, he would remind the Council that when he introduced the Budget last year he pointed out that by appropriating the sum of $371,500, the capital amount of the Widows' and Orphans' Fund, together with that which the Government paid as interest on that sum and equalisation of exchange they incurred a total liability of $74,500. In addition the Budget did not balance by $72,170. Altogether they got with these sums a total sum of nearly five lakhs. That was the amount of the deficit on last year's Budget which they had to make good in estimating for next year. In addition to that they had whatever deficit might accrue on the tender for the Opium Farm. From that loss they could deduct whatever sum the Imperial Government gave us as a substantial part of our loss. If the Imperial Government were to give us half that sum there would still remain two and a half lakhs to make good. His Excellency could not estimate yet with any precision what the deficit would be when they had completed the Estimates for next year. It depended upon the tender for the Opium Farm and in part on the contribution of the Imperial Government. But he had hoped that with two and half lakhs from the increase of liquor licence fees together with considerable retrenchments, together with some further savings which he hoped would be considerable and which he would explain in a week or two when he had the pleasure of introducing the Budget for next year, he hoped that they should meet or nearly meet the five lakhs of last year's deficit, but that left the loss from the opium practically untouched. As regarded profit on import duties which they proposed under this Bill, they would no doubt all agree with him that all persons engaged in the liquor trade who had any stocks of liquor in the Colony would retain those for sale in the Colony duty free and if they required liquor for export they would have their stocks replenished. He therefore thought the revenue derived from import duties during 1910 would be less than the ordinary amount and he thought they should not estimate it at more than seven and a half lakhs. From that deduct a sum for the collection of the duties, which would probably amount to the best part of a lakh, leaving some six and a half lakhs to meet the five lakhs deficit on last year's Budget in addition to the opium loss. Looking to retrenchments which they had been able to effect and other savings, he hoped it might leave us a little to the good but the margin would not be a large one. With regard to 1911, he reminded them that in that year they would have to meet the interest on the capital account for the railway. And that the Sinking Fund came into operation in that year. Moreover, no railway or very few railways ever paid expenses at first on being built. If the duties derived from this Bill considerably increased in 1911, with efficient machinery and when the existing stocks in the Colony had been consumed he thought there was not too large a margin to meet the increased cost due to the undertaking of the railway. His Excellency hoped that with those remarks many arguments would not now be rendered necessary.

Dr. Ho Kai did not approve of the drastic principles proposed to be enacted especially with regard to detection. He also doubted the idea that the Chinese would indulge in smuggling.

Mr. Wei Yuk concurred.

Mr. Hewett proposed that the Bill should be delayed so they might understand the alterations which had been made in it since first it came before the Council.

Mr. Murray Stewart said—This day's work in this Council will, in any event, be noteworthy in the annals of the Colony. The decision which we are to-day driven to take is fraught with possibilities of danger. No one can fail to feel the grave responsibility of sharing in it. The occasion takes you by the throat and puts you into a corner and demands that you should speak out, if it should seem that any aspect of the question needs emphasising. One aspect does, in my opinion. Through all the discussions which have led up to this moment I have been haunted by the fear of an impression getting abroad that the Colony has fallen away from its old faith in the freedom of the port. Your Excellency has tried to dissipate this impression, but in spite of all that has been said, in spite of the very satisfactory assurances which you have given, doubt will, I fear, still tend to linger.

Only the other day an old resident who used to occupy a seat at this table wrote to the papers saying that madness lies the way we are going. There are many old residents here, and many more at home having interests here, who will view with apprehension the proposals contained in this Bill. The imposition of an import duty in any shape or form may well seem to them to indicate an ominous weakening of the ideal which has hitherto been the Colony's guiding star. Anyone familiar with Hongkong's history but knowing little of the inside workings which have resulted in the present measure may quite conceivably imagine that an extraordinary thing has happened. He will have it in mind that hitherto proposals to impede by taxation the unfettered freedom of trade have usually emanated from the Government and have steadfastly been opposed by the mercantile community. He will note that the present proposals seemed to come from the community and he may conclude that the attitude of the community's representatives towards an old and vital question has undergone a remarkable change. That is not the case. True, responsibility for the proposed step rests upon the unofficial members. I do not seek to skirk any responsibility inherent in our proposals. I am only anxious to make clear the nature of that responsibility and to disclaim any for proposals of the Government which go further than the *recommendations in which I concurred*. I am loath to tread ground so familiar to most of us but for my purpose I must sketch the circumstances under which these recommendations were made. They may be briefly stated thus. The Government, having decided to raise revenue somehow from the sale of intoxicating liquors, brings forward a scheme—admittedly a faulty one. Discontent with it is widely expressed. The unofficial members meet to see if they can arrive at some solution of the difficulty. We did not meet to discuss other sources of revenue. It is not our business to prepare the estimates. This does not seem to be fully understood. We did, however, as it turned out, discuss other possible sources. None seemed so suitable as the source indicated.

After much consideration we decided to recommend an import duty. We passed resolutions indicating plainly that we did not intend the through trade to be touched in any way—the Colony was only to pay on liquor actually consumed in it and we united in the hope and belief that the Government would receive and favourably consider certain suggestions as to the method of collection which would not change the character of the port. A method of collection believed to be at once efficacious and almost frictionless, as regards ocean steamers, was suggested and thrashed out at the private meeting at Government House to which reference has been made. The risks of petty smuggling by passengers coming from great distances were held to be so small as to be negligible. It was pointed out that unless cases of wine are very carefully packed, breakage is likely to occur, and that therefore, if in any quantity, such cargo is certain to be declared. Anything less than a case was voted to be not worth bothering about, certainly not worth while changing the character of the port for. The assumption was that, as regards ocean steamers, the collection of the duty could be worked entirely through the Harbour Office. It was seen and agreed to in all these discussions that the case was different as regards steamers arriving from Macau, Canton and the Coast Ports. It seemed to me that special powers to deal with passengers by these steamers would have to be taken by the Government. But after hearing the Senior Unofficial member this afternoon I should like to think over that again. But upon this we were all agreed that there were to be no finnikin regulations for dealing with passengers by ocean steamers. The globe trotter and his luggage were to go free. From these hints as to what occurred it will be evident that the unofficial members were not indifferent to the principle of freedom which it is perhaps their first duty to protect.

Your Excellency commented on the unusual nature of the step which we took in making public the resolutions at which we had arrived. These were sent to the press not because we were so sure that we were right but because in a case of the kind the fullest possible publicity seemed desirable. It seems to me desirable that any proposals involving taxation should be referred to the public. English political liberty is supposed to rest on the theory which prompted our action. We had some idea that our suggestions might stimulate criticism and reveal neglected aspects of the question. But in any case what happened shews that a bald statement to the effect that the unofficials urged the Government to put on an import duty, as if the circumstance had its origin in their eagerness to impose one, is seen to be at least open to misconstruction. Our choice lay between two evils, the doubled licensed fees on the one hand, the duty on the other. We chose, we hope, the lesser evil, but we were not so blind as to fail to see it in the light of an evil.

Personally I regret having had to agree to the surrender of a single inch of our freedom from trade restrictions. It goes against the grain with me to witness the institution of even the smallest Customs service. I am haunted by the prospect of seeing upon our quays the man in the brass hat whose business it is to challenge the passenger to unstrap his trunks. I object to that man wherever met. I object to meeting him so often. He straddles across the threshold of nearly every country—a standing nuisance to travel—the symbol of economic false doctrine, financial heresy, and political schism. He is the outward and visible sign of denial of the great doctrine of universal free trade. In that I still believe, although the hopes on which it is based seem more than ever dim. But dim though they may appear, and though elsewhere it may be that retaliation is justifiable, the jealous guarding of that doctrine in this Colony is dictated by the vital necessities of our situation. And so when I read the version of this Bill which reached me last Thursday evening—the evening before the first reading took place—I was staggered to find that the Government proposed to abrogate to themselves powers under which a complete customs service could be established.

How extensive those powers were does not seem to have been fully realised in some quarters. Under them Customs stations could have been established at every wharf in the harbour, in every bay in the coast line, and on every road leading into the Colony. Passengers landing from any steamer could have been held up and arrested without warrant if they objected to open luggage at the bidding of any revenue officer, who might be a Chinese or an Indian talking no English.

And not only could such an officer have so held up any passenger landing; he would have been equally formidable when, after landing, the passenger might reasonably have imagined himself safe in the bosom of the Colony. According to Clause 31 in my version of the Bill "any person landing or being about to land or having recently landed from any ship, or entering or having recently entered the Colony by land shall, on demand by any revenue or police officer, permit his bagage to be searched etc. Having recently landed! This means that none of those huge trucks of luggage which are manhauled up to the doors of our leading hotels in the travelling season would be *safe from the danger of being arrested by* any Indian constable or Chinese lukong whose suspicions might fasten on the saratoga trunk of some American globetrotter, probably an elderly total abstainer from a prohibition state (Laughter.)

The phraseology of clause 32 was similarly open to objection. 34 gave power to any revenue officer to arrest any one without warrant on suspicion of his having in his possession any dutiable liquors and 35 gave the right of domiciliary search on the warrant of a single J. P. Altogether those clauses seemed to leave nothing of our former liberties beyond what the Government might be pleased to allow us to enjoy on sufferance. Having agreed, after much painful heartsearching, to the surrender of the port's freedom to the extent of a most carefully measured inch, immediately the Government annex an ell. In explaining this Your Excellency assured us that all these powers which it was proposed to take were not intended for use, but that from the Government point of view it was desirable to have them. I can understand that, from the administrative point of view, it is always comfortable to have large powers in reserve. But the possession of large powers which tends to make administration comfortable frequently make the public uncomfortable and these seemed calculated to have that effect. The contemplation of them made me, as a member of the public, most uncomfortable. And as a humble representative of the public I felt bound to protest. I did so at the first possible opportunity, as Your Excellency may remember. Subsequently I found that already, in the first revised version of the Bill, which was laid on the table at the last meeting, the offending words "recently landed" had been cut out of clause 31.

And to-day the Government has announced the deletion of clause 30 and sundry other important modifications. I admired the skill and address with which the Hon. the Attorney General having built up a defence of certain important powers gracefully retired under cover of it from an untenable position. I commend the conciliatory spirit in which our representations have been thus met. I hope it may prove a happy augury of the spirit in which this bill will eventually be operated.

The Senior Unofficial Member has dealt with certain other clauses to which he objects. At present I do not propose thus to criticise the Bill. I shall have many objections to make in Committee. We have now to vote on the principle of raising revenue by an import duty on liquor. To that principle the unofficials stand committed. We cannot therefore vote against the second reading. I hope we may find the officials whose duty it will be to operate the Bill imbued with the idea of maintaining the essentials of freedom—resisting the temptation to introduce restrictions convenient to their immediate purposes but calculated to hamper trade or hinder travel. That will be one of our dangers. It is not that officials are less thoughtful than other men. Other men in their place would do the same. They would be just as liable to get carried away by zeal. Further, all protective services tend to expand. Weak spots keep revealing themselves to officials eager for efficiency. A demand sets up for more and more stations, more and more regulations, more and more officers. This I dread—the multiplication of minor officials. In this case their one thought will be revenue. They will become eager to stop every conceivable hole and corner where it may get past. They will need restraining.

And the power behind them, the Government may conceivably now and then also need restraining. That is perhaps the main danger. Appetite grows by what it feeds on. The Government will be exposed to the constant temptation of trying to get more and more revenue in this way. Here it will be the duty of the representatives of the community to keep watch and ward, remembering that no amount of revenue could compensate for starting a diversion of that through and by which trade the port lives and thrives.

I shall vote for the second reading of this bill in the hope that it may be administered throughout in the spirit of Your Excellency's assurances and in the manner originally suggested by the unofficial members. In that case the character of the port need suffer no noticeable change. Freedom may still be our motto. We may still regard it as the pole star of our policy, the fixed mark which has so far looked on many tempests and never yet been even so much as shaken. The policy which made the place is not in any danger from any fundamental change in the attitude of the unofficial members of this Council and this fact I hope I may have helped to made abundantly clear. (Applause.)

His Excellency in reply said he thought there was little for him to say. The Government had done its best to meet the wishes of the Chinese community in this matter. In response to what Mr. Murray Stewart had said, His Excellency assured him that any reasonable suggestion made in Committee would receive the utmost consideration from the Government. He denied that there was anything in the Bill opposed to free trade; there was nothing in it of a protective nature. He had always understood that duties imposed for the purpose of revenue were not an infraction of the principle of free trade. As regards the provisions they would have an opportunty of discussing them in Committee.

The Bill was read a second time.

On the motion of the Attorney-General, seconded by the Colonial Secretary, the Council went into Committee on the Bill.

The Council adjourned at 6.30 p.m. till to-morrow at 4.30 p.m. to resume consideration of the Bill in Committee.

THE OPIUM TRAFFIC.

COMMISSIONERS' RECOMMENDATIONS AND GOVERNMENT ACTION.

Testimony is borne to the work of the Singapore Opium Commission in the annual report of Sir Arthur Young on the Straits Settlements for 1908. He says their report is a very valuable document, and the mass of information which it contains cannot but prove to be of great assistance in whatever direction attempts are made to deal with the opium traffic.

The Commissioners found that there had been no increase in the prevalence of the habit and made certain specific recommendations, the chief of which were that the Government should itself administer the opium monopoly, that the arrangements of the existing opium smoking shops should be improved, the use of opium in brothels suppressed and the sale of chandu to women or to persons under the age of 18 be made penal. The first of these will be carried into effect in Singapore and Malacca in 1910, and it is hoped in Penang in 1911. Efforts have been made to enforce the law as regards sale of opium in brothels and the question of improved regulation of opium shops is receiving attention. Opportunity will be taken in the new ordinance which will be required in view of the abolition of the farm system to insert the provision as to sale to women and children suggested by the commissioners.—*Straits Times.*

VOLUNTEER CORPS ORDERS.

ENGINEER CO.

Club Cup.—(H. K. V. E. Rifle Club) A shoot for the Club Cup will be held at King's Park Range on Sunday, the 19th inst., at 9.30 a.m. sharp. 1st prize Club Cup and prize presented by H. K. E. V. R. C. Ranges 200, 500, and 600 yards. Conditions Seven shots and a sighter at each range. Members are requested to keep clear of the "firing point" until their turn to fire comes. Entrance fee 30 cents. Ammunition can be purchased on the Range for cash. There will be only one shoot for these prizes.

Parades at Head Quarters at 5.30 p.m. Monday, September 20th—Recruits—Infantry Drill. Infantry Company—Lecture. Instructor, Sergt. Wallis, 2nd Buffs.

Tuesday, September 21st—Specialists' Training, gun layers, range takers, signallers and fuze setters. Instructors, Sergts. Moore and Carman, R.G.A. Sergt. Wallis, 2nd Buffs.

Wednesday, September 22nd—Gun Drill. 1 and 2 Companies 5" B L. howitzer. 3 and 4 Companies—2.95" Q. F. Instructors Sergts. Moore and Carman, R.G.A.

Friday, September 24th—Officers and Specialists Fire Discipline. Instructor, Sergt. Carman, R.G.A. Parade at Taikoo at 5.15 p.m.

Thursday, September 23rd—2.95 G. F. Gun Drill and instruction of gun layers. Instructor, Sergt. Moore, R.G.A.

JOINED.

Mr. N. B. Marshall joined the Corps on the 8th September, assigned Corps No. 1,099 and posted to No. 3 Company.

Mr. A. C. Guttierres joined the Corps on the 8th September, assigned Corps No. 1,100 and posted to the Engineer Company.

Mr. B. Huskett joined the Corps on the 8th September, assigned Corps No. 1,101 and posted to the Engineer Company.

Mr. W. B. Hind joined the Corps on the 13th September, assigned Corps No. 1,102 and posted to No. 1 Company.

RESIGNED.

Corpl J. D. Kinnaird of No. 4 Company is permitted to resign with effect from the 9th September.

STRUCK OFF THE ROLL.

Mr. H. N. Dermer of No. 3 Company has been struck off the roll with effect from the 14th September.

Mr. R. A. Whitamore of No. 3 Company has been struck off the roll with effect from the 14th September.

PRESIDENT TAFT AND DR. COOK.

CONGRATULATORY MESSAGE.

New York, Sept. 5.

In addressing a telegram to Dr. Cook, who has arrived at Copenhagen from Greenland, President Taft said that Dr. Cook's description of his undertaking moved him (the President) to send his sincerest congratulations. Dr. Cook's achievement would stimulate the spirits of the American people.

Animated discussion is proceeded in Washington on the question as to whether the newly-discovered Arctic territory should be made an American territory.

NOTICE TO SUBSCRIBERS.

FROM and after 1st January, 1909, the rates of Subscription to the *Hongkong Telegraph* (daily and weekly issues) will be as follows:—

DAILY—$36 per annum.

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The rates per quarter and per mensem, proportional. Subscriptions for any period less than one month will be charged as for a full month.

The daily issue is delivered free when the address is accessible to messenger. Peak subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional $1.80 per quarter is charged for postage.

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Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).

(PAYABLE IN ADVANCE.)

There will be no rebate to Missionary Subscribers as heretofore.

By Order,

THE MANAGER,
Hongkong Telegraph Co., Ld.

Hongkong, 22nd December, 1908. [46

Intimations.

CHEESE

CHOICE CANADIAN

STILTON:

60 Cents per lb.

THE

DAIRY FARM Co.,

LIMITED

Hongkong, 15th September, 1909. [380

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"ASAHI"

AND

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BEER.

LIGHT AND

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BEVERAGE.

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AND

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Hongkong, 2nd September, 1909. [370

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Royal Mail Steamship Line.
"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of
12 DAYS YOKOHAMA TO VANCOUVER. 11 DAYS HONGKONG TO VANCOUVER.
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Proposed Sailings from Hongkong and Quebec.
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From Hongkong,
"MONTEAGLE" SATURDAY, SEPT. 18TH.
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"EMPRESS OF JAPAN" SATURDAY, OCT. 16TH.
"EMPRESS OF CHINA" SATURDAY, NOV. 6TH.

From Quebec.
"EMPRESS OF IRELAND" FRIDAY, OCT. 22ND.
"ALLAN LINE" FRIDAY, NOV. 12TH.
From St. John.
"EMPRESS OF BRITAIN" FRIDAY, DEC. 3RD.

"Empress" Steamers will depart from Hongkong at 6 p.m.
"Monteagle" " " 12 noon.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States and Europe, also Around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line) £71.10/-

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SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Governments.

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R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

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Via Canadian Atlantic Port .....£43.
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Corner Pedder Street and Praya (opposite Blake Pier).

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INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For	Steamship	On
SHANGHAI	*TINGSANG*	FRIDAY, 17th Sept., 4 P.M.
MANILA	*LOONGSANG**	FRIDAY, 17th Sept., 4 P.M.
SHANGHAI	*KWONGSANG*	SATURDAY, 18th Sept., 4 P.M.
TIENTSIN via SWATOW, WEI-HAIWEI & CHEFOO	*CHEONGSHING*	SUNDAY, 19th Sept., Daylight.
SHANGHAI	*WINGSANG* †	SUNDAY, 19th Sept., Daylight.
S'GAPORE, PENANG & CALCUTTA	*FOOKSANG* *	THURSDAY, 23rd Sept., 2 P.M.
MANILA	*YUENSANG**	SATURDAY, 24th Sept., 4 P.M.

RETURN TOURS TO JAPAN (OCCUPYING 24 DAYS).

The steamers *Kwisang*, *Namsang* and *Fooksang* leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtsze Ports, Chefoo, Tientsin & Newchwang.

‡ Taking Cargo on through Bills of Lading to Kudat, Lahad, Datu, Simporna, Tawao, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to **JARDINE MATHESON & CO., LD.,** General Managers.

Telephone No. 61.
Hongkong, 16th September, 1909. [6

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers.	To Sail.		
SWATOW, AMOY & SHANGHAI	"HANYANG"	17th	Sept.,	Noon.
CEBU & ILOILO	"SUNGKIANG"	17th	"	4 P.M.
SHANGHAI	"CHENAN"	19th	"	Daylight.
SHANGHAI & CHINKIANG	"LIANGHOW"	19th	"	"
HOIHOW & HAIPHONG	"SINGAN"	21st	"	9 A.M.
MANILA	"TAMING"	21st	"	3 P.M.
WEIHAIWEI, CHEFOO & TIENTSIN	"HUICHOW"	22nd	"	4 P.M.
MANILA, ZAMBOANGA and USUAL AUSTRALIAN PORTS	"TAIYUAN"	23rd	"	"
SHANGHAI	"ANHUI"	23rd	"	"
SAMARANG & SOURABAYA	"SHANTUNG"	24th	"	"
TSINGTAU, CHEFOO & NEWCHWANG	"KWEIYANG"	25th	"	"
SHANGHAI	"LINAN"	26th	"	Daylight.
MANILA	"TSIN"	28th	"	3 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.
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Telephone No. 36.
Hongkong, 16th September, 1909. [8

HONGKONG—MANILA.
CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2549	R. W. Almond	MANILA	SATURDAY, 18th Sept. at Noon.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 25th Sept., at Noon.

For Freight or Passage, apply to **SHEWAN TOMES & CO.,** General Managers.

Hongkong, 11th September, 1909. [9

Shipping—Steamers.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR
CALLAO, IQUIQUE, VALPARAISO, Etc., via MOJI, KOBE, YOKOHAMA, HONOLULU, SALINA CRUZ and MANZANILLO (Mexico).

S.S. HONGKONG MARU .....6,000 tons gross.....Sail 26th Oct., 1909, at Noon.
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For particulars, apply to,
K. MATSDA,
Manager.
TOYO KISEN KAISHA, York Building.

Hongkong, 14th September, 1909. [257

OSAKA SHOSEN KAISHA.

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THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,
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For	Steamers	Tons	Leaves
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Do.	"FITZPATRICK" Capt. E. R. Hutchinson	4,416	SATURDAY, 23rd Oct., at Noon.

The Co.'s newly built steamers have fair speed. Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

For	Steamers	Leaves
TAMSUI v. SWATOW & AMOY.	"DAIJIN MARU." Captain Y. Kaburaki	SUNDAY, 19th Sept., at 10 A.M.
SHANGHAI, Via SWATOW, AMOY and FOOCHOW	"BUJUN MARU" Captain Y. Fuseno	THURSDAY, 23rd Sept., at 10 A.M.

A special reduction of 20% on 1st and 2nd Class Fare to Foochow will be made during the months of August and September.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuising.

The newly built steamers: "CHOSHUN MARU" and "BUJUN MARU"—First class Cabins AMIDSHIP.

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T. ARIMA, Manager.

Hongkong, 15th September, 1909. [499

NIPPON YUSEN KAISHA.
(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Destinations.	Steamers.	Sailing Dates. 1909
MARSEILLES, LONDON AND ANTWERP Via SINGAPORE, PENANG, COLOMBO AND PORT SAID	HITACHI MARU, Capt. N. Mathieson, Tons 7020	WEDNESDAY, 29th Oct., at Daylight.
	KANAGAWA MARU, Capt. J. Nagao, Tons 6500	WEDNESDAY, 13th Oct., at Daylight.
VICTORIA, B.C. & SEATTLE, Via SHANGHAI, MOJI, KOBE, YOKKAICHI AND YOKOHAMA	§ TANGO MARU, Capt. S. Ishikawa, Tons 8000	TUESDAY, 28th Sept., at 4 P.M.
	§ AKI MARU, Capt. K. Sato, Tons 7000	TUESDAY, 12th Oct., at 4 P.M.
SYDNEY AND MELBOURNE, Via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	KUMANO MARU Capt. M. Winckler, Tons 6000	THURSDAY, 30th Sept., at Noon.
	YAWATA MARU, Capt. T. Sekine, Tons 5000	FRIDAY, 29th Oct., at Noon.
NAGASAKI, KOBE and YOKOHAMA	YAWATA MARU, Capt. T. Sekine Tons 5000	WEDNESDAY, 29th Sept., at Noon.
KOBE and YOKOHAMA	§ IYO MARU, Capt. S. J. G. Parsons Tons 6500	FRIDAY, 17th Sept., at Daylight.
YOKOHAMA AND KOBE	KITANO MARU, Capt. F. E. Cope, Tons 9000	THURSDAY, 23rd Sept., P.M.
SHANGHAI, MOJI AND KOBE	‡ CEYLON MARU, Capt. Fred. Pyne, Tons 6000	FRIDAY, 17th September, P.M.

‡ Cargo only.

§ Fitted with new System of wireless telegraphy.

† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

EXTRA PASSENGER SERVICE NEW STEAMERS—EUROPEAN LINE.

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THE Company's Newly Built 9,000 Tons Passenger Steamers will be despatched from Hongkong as follows:—

Atsuta Maru .....(Capt. W. THOMPSEN).....About Wednesday, 22nd September.
Miyasaki Maru.....(Capt. T. MURAI) .....About Wednesday, 20th October.
Kitano Maru .....(Capt. F. E. COPE).....About Wednesday, 17th November.
Hirano Maru .....(Capt. H. FRASER) .....About Wednesday, 15th December.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND-THE-WORLD.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO,
Manager. [458-459

Shipping—Steamers.

CHARGEURS REUNIS.
(FRENCH STEAMSHIP COMPANY).

REGULAR FREIGHT SERVICE TO
SAN FRANCISCO, MEXICO, PERU, CHILE, RIVER PLATE, BRAZIL.

The steamers of the CHARGEURS REUNIS Co. proceed from YOKOHAMA DIRECT to SAN FRANCISCO, without any call en route thus affording a fast regular cargo-boat service from China and Japan to San Francisco.

THE Steamship
"AMIRAL DUPERRE,"
expected to arrive on or about 20th September.
For further particulars apply to
MESSAGERIES MARITIMES, Agents at Hongkong.

Hongkong, 27th July, 1909 [5

FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on through Bills of Lading to Rangoon, Madras and Mauritius.

THE Steamship
"CATHERINE APCAR,"
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DAVID SASSOON & Co., LIMITED, Agents.

Hongkong, 15th September, 1909. [646

HONGKONG—NEW YORK.

AMERICAN-ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.
(With Liberty to Call at the MALABAR COAST).

S.S. "INDRAPURA" ... On 17th September, 1909.

For Freight and further information, apply to—
SHEWAN, TOMES & CO., General Agents.

Hongkong, 24th August, 1909. [607

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON AND ANTWERP.

THE Steamship
"FLINTSHIRE,"
Captain G. C. Cundy, will be despatched as above on or about 27th September.
For Freight or Passage, apply to
JARDINE, MATHESON & Co., LTD., Agents.

Hongkong, 4th September, 1909. [637

THE BANK LINE, LIMITED.

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PROPOSED SAILINGS FROM HONGKONG
FOR
VANCOUVER, B.C., TACOMA & SEATTLE
VIA
MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain.	Sailing Date
			1909
Saxonic	6,232	S. Shelton	2nd Oct.
Oceano	4,657	F. W. Davies	21st Oct.
Kumeric	6,232	J. Mathie	18th Nov.

* These steamers are specially fitted for the carriage of Asiatic Steerage passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to
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Queen's Buildings
Hongkong, 15th September, 1909. [10

STEAM TO CANTON.

THE New Twin Screw Steel Steamers
"KWONG TUNG" ...Capt. H. W. WALKER
"KWONG SAI" .....Capt. E. S. CROWE.

Leave Hongkong for Canton at 9 every evening, (Saturday excepted)

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These fine Steamers, owned by Chinese capitalists and Officered by Europeans, are second to none on the River. Excellent accommodation for eighteen First Class Passengers. The Steamers are lit throughout by Electricity. Electric Fans in State Rooms.

Passage Fare—Single Journey.....$4.
Meals.....$1.25 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD.,
and
SHIU ON S.S. CO., LD.,
No. 8, Queen's Road West.

Hongkong, 26th April, 1909. [16

Shipping—Steamers

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM
FOR
STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship
"ASSAYE,"
Captain Owen Jones, R.N.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 18th September, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Morea*, 11,000 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the R.M.S. *Egypt*, due in London on 30th October, 1909.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to
E. A. HEWETT,
Superintendent

Hongkong, 6th September, 1909. [4

REGULAR STEAMSHIP SERVICE TO NEW YORK,
VIA PORTS AND SUEZ CANAL,
(With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG

FOR NEW YORK:
S.S. "SURUGA" .....On 4th October.
FOR BOSTON AND NEW YORK:
S.S. "ATHOLL".....On or about 16th Oct.

For Freight and further Information, apply to
DODWELL & Co., LIMITED, Agents.

Hongkong, 15th September, 1909. [48

Intimations.

YUEN HING,
No. 4, D'AGUILAR STREET.

FACTORY SWATOW KIA LAK.

MANUFACTURE WHOLESALE & RETAIL DEALERS
in all kinds of hand-made
DRAWN and EMBROIDERY CHINESE LINE GRASS CLOTH, PEWTER WARE, &c.,
all of the best quality.

Hongkong, 5th August, 1909. [573

D. NOMA,
PROFESSIONAL TATTOOER
AND
THE EXPERT REMOVER OF TATTOO MARKS,
No. 60, QUEEN'S ROAD, CENTRAL.

PATRONISED by Prince of Wales, then H. R. H. The Duke of York, and H. R. H. The Emperor of Russia, and having 4,500 testimonials from all sources.

My 34 years' experience in tattooing is a guarantee of good work and prompt execution. My colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. In tattooing unlike some species of engravings, care must be taken to have the work done in a perfect, high toned manner. In order to take special precaution against possible dangers, I use fresh materials daily.

The copying of Portraits with distinct minuteness a speciality.

Hongkong, 1st September, 1909. [44

THERAPION MAY NOW ALSO BE OBTAINED IN DRAGEE (TASTELESS) FORM.

THE NEW FRENCH REMEDY
TRADE THERAPION MARK.

This successful and highly popular remedy, used in the Continental Hospitals by Ricord, Rostan, Jobert, Velpeau and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 1 in a remarkably short time often a few days only, removes all discharges, effectually superseding injections; the use of which does irreparable harm by laying the foundation of stricture and other serious diseases. In dysentery, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

THERAPION No. 2 for impurity of blood, scurvy, pimples, spots, blotches, pains and swelling of joints, secondary symptoms, gout, rheumatism, and all diseases for which it has been too much a fashion to employ mercury, sarsaparilla, &c., to the destruction of sufferers' teeth and ruin of health. This preparation purifies the whole system through the blood, and thoroughly eliminates all poisonous matter from the body.

THERAPION No. 3 for exhaustion, sleeplessness, and all distressing consequences of dissipation, worry, overwork, early error, excess, &c. It possesses surprising power in restoring strength and vigour to those suffering from enervating influences of long residence in hot, unhealthy climates.

THERAPION is sold by principal Chemists throughout the world. Price in England 2/9 per packet. In ordering, state which of the three numbers required, and observe above Trade Mark, which is a fac-simile of word 'THERAPION' as it appears on British Government Stamp (in white letters on a red ground) affixed to every package by order of His Majesty's Hon. Commissioners, and without which it is a forgery.

Sold by all Chemists.

EFFECTS OF CLOSING OF FREE PORTS.

SAD PLIGHT OF SIBERIAN MERCHANTS.

We (*Japan Chronicle*) have before referred to some of the evils which have followed in the train of the closing of Vladivostok as a free port. Another evil is pointed out by the *Prima*, a Siberian journal. As is known, the Ordinance provided for the closing of all Russian ports in the East, as well as points along the Amur River where trade had hitherto been unrestricted.

The closing of the free ports, says the journal, is now threatening to crush out of existence lawful trade in the Amur district and even in Zabaikalia, on the banks of the Arguna. Along the frontier marked by the Amur and the Arguna the Chinese have opened up trading stations, selecting sites for them on their own side far from the Russian Customs and excise posts. These, as is now apparent, owing to their small number and to the enormous extent of the border-line between Siberia and China, are quite incapable of exercising any influence over the ever-increasing relations between the Russian and Chinese sides of the boundary. The commodities traded in by the Chinese are alcohol, vodka, tea, sugar, and other goods.

That a trip across the frontier is not without its attractions, continues the journal, may be judged from the following figures:—A cask of vodka on the Russian side costs 9 roubles (V9), against 2.50 roubles on the Chinese side; sugar, 20 kopecks (20 sen) per pound, against 9 kopecks; tea, from 1 to 2 roubles per pound, against 30 to 40 kopecks. The Russian merchants along the Amur and Arguna are all being forced to discontinue their operations, as no one would be willing to pay a Russian merchant 9 roubles for a cask of vodka when he can get a similar cask on the Chinese side of the Amur for 2.50 roubles. The Customs and Excise officials, who are perfectly well aware of ther impotency against the introduction of contraband goods into Russian territory, can only fold their arms as they watch Russians taking excursions across to the Chinese side. It will thus be seen that the introduction of the Customs along the Amur has had no other result than to increase the expenditure of the receipts, at least as far as the Customs is concerned. Meanwhile the smuggling trade has assumed throughout the Amur the character of an organised industry in the hands of the Chinese.

COMMERCIAL.

TO-DAY'S EXCHANGE.

		Selling.
London—	Bank T.T.	1/8 15/16
Do.	demand	1/9
Do.	4 months' sight	1/9⅛
France—	Bank T.T.	1.19½
America—	Bank T.T.	42½
Germany—	Bank T.T.	1.78
India T.T.		131½
Do.	demand	131½
Shanghai—	Bank T.T.	74½
Singapore—	Bank T.T. per H.K. $100	74½
Japan—	Bank T.T.	85
Java—	Bank T.T.	104½

Buying.

4 months' sight L/C.	1/9 5/16
6 months' sight L/C.	1/9 7/16
30 days' sight San Francisco & New York	43½
4 months' sight do.	44⅛
30 days' sight Sydney & Melbourne	1/9 9/16
4 months' sight France	2.24
6 months' sight " "	2.26
4 months' sight Germany	1.82
Bar. Silver	23 13/16
Bank of England rate	2½ %
Sovereign	11.42

SHIPPING AND MAILS.

MAILS DUE.

Indian (*Kumsang*) 19th inst.
German (*Luetzow*) 22nd inst.

The Chargeurs Reunis s.s. *Amiral Duperre* is expected to arrive here on 20th inst., and will probably leave on 21st inst., afternoon.

THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory:—

On the 15th at 4.05 p.—Black North Cone and Drum hoisted. At 5.10 p.—The typhoon, which continues to move Westwards, has entered the coast near Amoy.

On the 16th at 6.0 a.—Signals lowered.

At 12.10 p.—The typhoon has filled up during its passage over the land.

The barometer has risen moderately over the S. coast of China and N. Luzon, and fallen slightly in Tongking and Annam.

Pressure is relatively low over the N.W. part of the China Sea.

Reports from Formosa and all stations to the North of Amoy are lacking.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.09 inches.

FORECAST.

1.—Hongkong and Neighbourhood, E. winds, freshening; squally, showery.

2.—Formosa Channel, N.E. winds, strong.

3.—South coast of China between Hongkong and Lamocks, same as No. 1.

4.—South coast of China between Hongkong and Hainan, same as No. 1.

DOCK RETURNS.

HONGKONG AND WHAMPOA DOCKS.

Sorzogon	at	Kowloon Dock.
On Lee	"	"
Chong Shing	"	"
Two Kwong	"	"
H.M.S. Cherub	"	"
Marie	"	Cosmopolitan

TAIKOO DOCKS.

Hanyang	at	Quarry Bay Docks.
Sungkiang	"	"
Ningpo	"	"
Phuyen	"	"
St. Enoch	"	"
Omphale	"	"

Shipping.

Arrivals.

Tango Maru, Jap. s.s., 4,627, S. Ishikawa, 16th Sept.,—Shanghai 13th Sept., Lumber and Coal.—N. Y. K.

Chunsang, Br. s.s., 1,418, W. E. Sawer, 16th Sept.,—Hongay 13th Sept., Coal.—J., M. & Co.

Kwongsang, Br. s.s., 1,427, W. P. Baker, 16th Sept.,—Shanghai 12th Sept., and Sawtow 15th, Gen.—J., M. & Co.

Cheong Shing, Br. s.s., 1,265, V. McClymont Liddell, 16th Sept.,—Canton 15th Sept., Gen.—J., M. & Co.

Indrapura, Br. s.s., 3,152, Kelway, 16th Sept.,—Kobe 2nd Sept., and Keelung 14th, Gen.—S., T. & Co.

Garoslav, Rus. s.s., 2,540, Oranovsky, 16th Sept.,—Odessa 19th July, and Singapore 9th Sept., Gen.—M. & Co.

Clearances at the Harbour Office.

Kwongsang, for Canton.
Merapi, for Amoy.
Bend'ran, for Nagasaki.
Namsang, for Shanghai.
Glenogil, for Amoy.
Garoslav, for Nagasaki.
Chinhua, for Shanghai.

Departures

Sept. 16.

Delta, for Shanghai.
Liberia, for Shanghai.
Taintau, for Hoihow.
Chenan, for Canton.
Chiyuen, for Canton.
Hinsang, for Saigon.
Borneo, for Kudat.
Namsang, for Shanghai.
Merapi, for Amoy.
Bendoran, for Japan.
Kfeld, for Newchwang.
Chinhua, for Shanghai.

Passengers arrived.

Per *Kwongsang*, from Shanghai, &c.—Messrs. J. Grant, R. Harris, Rev. Father Favrean, Mrs. Begley and child.

Per *Tango Maru*, from Shanghai—Miss R. M. Bigler, Messrs. Odagiri, L. A. Jenning, Capt. and Mrs. Seymore, Messrs. D. H. Powell, H. Wanber, Miss P. de Souza, Mrs. A. J. James, Mr. W. C. Wickersham, Mrs. W. M. Thebant and 2 children, Messrs. Alex. Danelsberg and Chan Un Um.

VESSELS IN PORT.

STEAMERS.

Austria, Aust. s.s. 4,871, B. Cobol, 15th Sept.,—Trieste 27th July, and Singapore 9th Sept., Gen.—S., W. & Co.

Catherine Apcar, Br. s.s., 1,730, G. F. Hudson, 7th Sept.,—Calcutta 22nd Aug., via Penang and Singapore 1st Sept., Gen.—D. S. & Co., Ld.

Ceylon Maru, Jap. s.s, 3,142, F. L. Pyne, 15th Sept.,—Singapore 9th Sept., Gen.—N. Y. K.

Chowfa, Ger. s.s., 1,055, F. Schmetz, 13th Sept.,—Bangkok and Swatow 12th Sept., Rice,—B. & S.

Chowtai, Ger. s.s., 1,119, W. Möllerman, 11th Sept.,—Bangkok 7th Sept., and Hoihow 10th, Rice and Wood.—B. & S.

Daijin Maru, Jap. s.s., 899, Y. Kaburaki, 15th Sept.,—Tamsui via Amoy and Swatow 14th Sept., Gen.—O. S. K.

Fri, Nor. s.s., 860, C. Wagle, 4th Sept.,—Sourabaya, 23rd Aug., Sugar.—Aagaard, Thoresen & Co.

Glepogle, Br. s.s., 2,399, Larkins, 15th Sept.,—Rangoon via Penang and Singapore 10th Sept., Gen.—Chinese.

Haitan, Br. s.s., 1,183, J. S. Roach, 15th Sept.,—Swatow 14th Sept., Gen.—D., L. & Co.

Halvard, Nor. s.s., 1,066, C. Andersen, 12th Sept.,—Hoihow 11th Sept., Rice and Pigs.—Aagaard, Thoresen & Co.

Hanyang, Br. s.s., 1,207, Trowbridge, 23rd Aug.,—Moji 16th Aug., Coal.—B. & S.

Helene, Ger. s.s., 771, J. Jessen, 15th Sept.,—Touraue and Hoihow 14th Sept., Gen.—J. & Co.

Iyo Maru, Jap. s.s., 3,918, S. J. G. Parsons, 15th Sept.,—London 17th Aug., and Singapore 9th Sept., Gen.—N. Y. K.

Kowloon, Ger. s.s. 1,478, A. Enigk, 12th Sept.,—from Samarang, Sugar.—S. & Co.

Luertes, Br. s.s., 1,340, H. C. D. Frampton, 5th Sept.,—Saigon 13th Aug., Gen.—Wo Fat Sing.

Linan, Br. s.s., 1,352, C. C. Williams, 11th Sept.,—Canton 10th Sept., Gen.—B. & S.

Loongsang, Br. s.s., 1,093, M. Pickuell, 13th Sept.,—Manila 10th Sept., Gen.—J., M. & Co.

Marie, Ger. s.s., 1,169, Christiansen, 12th Sept.,—Java 5th Sept., Sugar.—J. & Co.

Monteagle, Br. s.s., 6,163, S. Robinson, 11th Sept.,—Vancouver 16th Aug., and Shanghai 8th Sept., Mails and Gen.—O. P. R. Co.

Ningpo, Br. s.s., 1,228, Richards, 8th Sept.,—Swatow 7th Sept., Ballast.—B. & S.

Nippon Maru, Jap. s.s., 3,452, W. E. Filmer, 13th Sept.,—San Francisco via Ports 17th Aug., Mails and Gen.—T. K. K.

Phuyen, Fr. s.s., 1,299, Chemessen, 12th Sept.,—Iloilo 8th Sept., Ballast.—B. & Co.

Prometheus, Nor. s.s., 1,024, H. Jensen, 13th Sept.,—Bangkok via Swatow 4th Sept., Rice.—Aagaard, Thoresen & Co.

Rajaburi, Ger. s.s., 1,189, Hyanga, 10th Sept.,—Bangkok 1st Sept., Rice.—B. & S.

Rubi, Br. s.s., 1,619, R. W. Almond, 13th Sept.,—Manila 11th Sept., Gen.—S., T. & Co.

Sexta, Ger. s.s., 902, N. Jensen, 14th Sept.,—Passuran 3rd Sept., Sugar.—J. C. J. L.

Sorsogon, Am. s.s., 812, J. Mogarte, 3rd Aug.,—Iloilo 29th July, Sugar.—Jorge & Co.

Sungkiang, Br. s.s., 987, P. Cole, 27th Aug.,—Iloilo 23rd Aug., Gen.—B. & S.

Telemachus, Br. s.s., 1,340, G. Edwards, 12th Sept.,—Saigon 7th Sept., Rice and Gen.—Wo Fat Sing.

Tingsang, Br. s.s., 1,045, Anderson, 13th Sept.,—Dalny 7th Sept., Coal.—J., M. & Co.

Victoria, Swed. s.s., 989, Thos. Eckert, 15th Sept.,—Haiphong 9th Sept., and Holhow 14th, Rice, Gen. and Pigs.—Wallem & Co.

Wingsang, Br. s.s., 1,425, T. Smith, 14th Sept.,—Wakamatsu 9th Sept., Gen.—J., M. & Co.

SAILING VESSELS.

Eclipse, Br. 4-masted barque, 2,969, J. White, 28th Aug.,—Canton 27th Aug., Ballast.—S. O. Co.

King George, Br. ship, 2,657, J. E. Jeffrey, 1st Aug.,—New York 9th April, Kerosine.—S. O. Co.

Steamers Expected.

Vessels	*From*	*Agents*	*Due*
P. Sigismund	Yap	M. & Co.	Sept. 17
Peshawur	Singapore	P. & O. Co.	Sept. 17
Taming	Manila	S., T. & Co.	Sept. 17
Talyuan	Sydney	B. & S.	Sept. 19
Kumsang	Singapore	J., M. & Co.	Sept. 19
Luetzow	Colombo	M. & Co.	Sept. 22
Tranquebar	Suez	M. & Co.	Sept. 23
Tacoma Maru	Kobe	O. S. K.	Sept. 25

Ships Passed The Canal.

6th August—*Derfflinger*, *Coulsdon*, *Hakata Maru*, *Polynesien*, *Tydeus*. 10th August—*Scandia*, *Glenroy*, *Bingo Maru*, *Nicomedia*, *Yorck*, *Pathan*. 13th August—*Ceylon*, *Yunnan*, *Armand Behic*, *Kintuck*, *Memnon*. 17th August—*Bendoran*, *Prinz Eitel Friedrich*, *Deucalion*, *Simla*. 20th August—*Indrasamka*, *Kleist*, *Nippon*, *Glaucus*, *Stentor*, *Peshawur*, *Iyo Maru*, *Oceanien*. 24th August—*Katsuga*, *St. Patrick*, *Amiral*, *Monmouthshire*, *Seneca*, *Duporre*, *Kamachi Maru*, *Cardiganshire*. 27th August—*Belgravia*, *Tranquebar*, *Kamo Maru*, *Caledonien*, *Malta*, *Tsunkai*, *Somali*, *Istria*. 31st August—*Myrmidon*, *Benalder*, *Ghazee*, *Lutzow*, *Kitano Maru*, *Patroclus*, *Peleus*. 3rd September—*Sydney*, *Prinz Ludwig*, *Wakasa Maru*. 7th September—*Siam*, *Sanuki Maru*, *Segovia*. 10th September—*Antenor*, *Bloemfontien*, *Ernest Simons*, *Glenlogan*, *Glenesk*, *Oopack*, *Palermo*, *Sardinia*, *Telamon*. 14th September—*Benavon*, *Benvorlich*, *Breconshire*, *Jason*.

Arrivals at Home—6th August—*Hirano Maru*, *Tourane*, *Glenlochy*. 10th August—*Invercivde*, *Bellerophon*, *Senegambia*, *Sado Maru*, *Shimosa*. 13th August—*Menelaus*, *Silvia*. 14th August—*Namur*. 17th August—*Astyanax*, *Yorck*, *Bingo Maru*. 20th August—*Armand Behic*, *Satsuma*, *Indrani*, *Denbighshire*, 23rd August—*Socotra*. 24th August—*Scandia*, *Sithonia*, *Yunnan*. 30th August—*Simla*. 31st August—*Nippon*, *Deucalion*. 3rd September—*Kleist*, *Caledonien*, *Kennebec*, *Istria*. 7th September—*Kamo Maru*, *Kawachi Maru*. 10th September—*Cardiganshire*, *Patroclus*, *Peleus*. 11th September—*Malta*. 14th September—*St. Patrick*, *Myrmidon*, *Orestes*, *Wray Castle*, *Sanuki Maru*.

HONGKONG TIDE TABLE.

From September 16th to 22nd, 1909.

Day of Week	Day of Month	HIGH WATER. Hongkong Mean Time.	Height.	LOW WATER. Hongkong Mean Time.	Height.
		h. m.	ft. in.	h. m.	ft. in.
Thurs	16	m 10 17	6 9	m 3 50	2 9
		10 33 a	5 9	4 29 a	2 2
Fri.	17	m 10 45	6 8	m 4 06	2 8
		10 48 a	6 0	4 56 a	2 5
Sat.	18	m 11 13	6 2	m 5 4	2 8
		11 7 a	6 2	5 20 a	3 0
Sun.	19	m 11 44	5 7	m 5 46	2 9
		11 30 a	6 3	5 42 a	3 4
Mon.	20	0 06 a	5 9	m 6 34	3 6
		11 58 a	6 5	5 58 a	3 8
Tues.	21	m 1 34 a	4 6	m 7 34	3 11
				6 4 a	4 1
Wed.	22	m 0 40	6 6	m 9 4	3 1
		No inferior high nor low			witter.

m denotes morning.
a " afternoon.

CHINA COAST METEOROLOGICAL REGISTER.
September 15th, 1909. a.m.

			Bar.	Th.	Rn.	Wind		Wr.
Vladivostock	7	a.m.	—	—	—	—	—	—
Nemuro	6	a.m.	—	—	—	—	—	—
Hakodate		"	—	—	—	—	—	—
Tokio		"	—	—	—	—	—	—
Kochi		"	—	—	—	—	—	—
Nagasaki		"	—	—	—	—	—	—
Kagoshima		"	—	—	—	—	—	—
Oshima		"	—	—	—	—	—	—
Naha		"	—	—	—	—	—	—
Ishigakijima		"	—	—	—	—	—	—
Bonin Is.		"	—	—	—	—	—	—
Chefoo	6	a.m.	—	—	—	—	—	—
Weihaiwei	9	a.m.	—	—	—	—	—	—
Hankow	6	a.m.	—	—	—	—	—	—
Kinkiang		"	—	—	—	—	—	—
Shanghai	9	a.m.	—	—	—	—	—	—
Gutzlaff		"	—	—	—	—	—	—
Sharp Peak		"	—	—	—	—	—	—
Amoy	6	a.m.	29.34	81	83	W	5	o
Swatow		"	29.48	79	61	NW	2	c
Taihoku	5	a.m.	—	—	—	—	—	—
Taichu		"	—	—	—	—	—	—
Tainan		"	—	—	—	—	—	—
Koshun		"	—	—	—	—	—	—
Pescadores		"	—	—	—	—	—	—
Canton	9	a.m.	29 67	87	65	N	1	b
Hongkong	10	a.m.	29.60	85	45	W	3	o
Victoria Peak		"	—	—	—	NW	5	—
Gap Rock		"	29.60	—	—	NNW	4	—
Macao		"	29.64	88	—	NNW	2	c
Wuchow	9	a.m.	29.71	83	—	N	1	b
Holhow		"	—	—	—	—	—	—
Pakhoi		"	29.72	89	73	N	1	b
Phullen	8	a.m.	29.74	81	—	NW	4	o
Tourane		"	29.63	77	—	E	5	or
C. St. James		"	29.70	77	—	WNW	4	o
Aparri	6	a.m.	29.62	77	—	S	0	o
Manila	10	a.m.	29.76	86	77	WSW	3	o
Legaspi	6	a.m.	29.71	79	—	W	2	c
Bacolod	9	a.m.	—	—	—	SSW	2	o
Iloilo		"	29.82	83	—	W	1	c
Cebu		"	29.78	88	—	S	2	b
Labuan		"	29.79	85	—	—	—	—

September 16th, 1909, a.m.

Vladivostock	7	a.m.	—	—	—	—	—	—
Nemuro	6	a.m.	—	—	—	—	—	—
Hakodate		"	—	—	—	—	—	—
Tokio		"	—	—	—	—	—	—
Kochi		"	—	—	—	—	—	—
Nagasaki		"	—	—	—	—	—	—
Kagoshima		"	—	—	—	—	—	—
Oshima		"	—	—	—	—	—	—
Naha		"	—	—	—	—	—	—
Ishigakijima		"	—	—	—	—	—	—
Bonin Is.		"	—	—	—	—	—	—
Chefoo	6	a.m.	—	—	—	—	—	—
Weihaiwei	9	a.m.	—	—	—	—	—	—
Hankow	6	a.m.	—	—	—	—	—	—
Kinkiang		"	—	—	—	—	—	—
Shanghai	9	a.m.	—	—	—	—	—	—
Gutzlaff		"	—	—	—	—	—	—
Sharp Peak		"	—	—	—	—	—	—
Amoy	6	a.m.	29.68	80	95	NNE	3	o
Swatow		"	29.63	76	95	NE	1	c
Taihoku	5	a.m.	—	—	—	—	—	—
Taichu		"	—	—	—	—	—	—
Tainan		"	—	—	—	—	—	—
Koshun		"	—	—	—	—	—	—
Pescadores		"	—	—	—	—	—	—
Canton	9	a.m.	29.6	78	90	S	1	o
Hongkong	10	a.m.	29.69	80	83	E	2	o
Victoria Peak		"	—	—	—	SSE	2	—
Gap Rock		"	29.66	—	—	E	3	—
Macao		"	29.69	79	—	SE	1	od
Wuchow	9	a.m.	—	—	—	—	—	—
Holhow		"	—	—	—	—	—	—
Pakhoi		"	—	—	—	—	—	—
Phullan	8	a.m.	29.66	84	—	NNE	4	c
Tourane		"	29.61	82	—	—	0	o
C. St. James		"	29.74	79	—	SW	6	f
Aparri	6	a.m.	29.75	77	—	SE	2	o
Manila	10	a.m.	29.84	77	94	—	0	o
Legaspi	6	a.m.	29.74	79	—	W	0	o
Bacolod	9	a.m.	—	—	—	S	2	o
Iloilo		"	29.83	84	—	SSW	1	o
Cebu		"	29.80	83	—	S	1	b
Labuan		"	29.82	81	—	—	—	—

	Sept. 15 at 10 a.m.	Sept. 15 at 4 p.m.
Barometer	29.60	29.50
Temperature	85	86
Humidity	45	57
Rainfall	0.17	

Post Office.

☞ Only fully prepaid letters and postcards are transmissible by the Siberian Route to Europe.

☞ Mails from Europe via Siberia:—

Date of Despatch from London	Date due in Hongkong.	Vessel.
27th & 28th Aug.	To-morrow.	Annam

Mail will close for:—

Haiphong—Per *Victoria*, 17th Sept., 10 A.M.
Kwong-chow-wan — Per *Sui Cheong*, 17th Sept., 10 A.M.
Singapore, Penang and Calcutta — Per *Catherine Apcar*, 17th Sept., 11 A.M.
Swatow, Amoy and Shanghai—Per *Hanyang*, 17th Sept., 11 A.M.
Swatow, Amoy and Foochow—Per *Haitan*, 17th Sept., 1 P.M.
Macao—Per *Sui Tai*, 17th Sept., 1.15 P.M.
Manila—Per *Loongsang*, 17th Sept., 3 P.M.
Shanghai—Per *Tingsang*, 17th Sept., 3 P.M.
Cebu and Iloilo—Per *Sungkiang*, 17th Sept., 3 P.M.
Shanghai and Kobe—Per *Ceylon Maru*, 17th Sept., 3 P.M.
Shanghai, Yokohama and Kobe—Per *Austria*, 17th Sept., 5 P.M.
Manila—Per *Rubi*, 18th Sept., 10 A.M.
Keelung, Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, (B.C.) via Siberia Mail to Europe—Per *Monteagle*, 18th Sept., 10 A.M.
Europe, &c., India, *via* Tuticorin—Per *Astaye*, 18th Sept., 11 A.M.
Shanghai—Per *Wingsang*, 18th Sept., 5 P.M.
Shanghai and Chinkiang—Per *Liangchow*, 18th Sept., 5 P.M.
Swatow, Weihaiwei, Chefoo and Tientsin—Per *Cheongshing*, 18th Sept., 5 P.M.
SHANGHAI VIA SIBERIAN Mail to Europe—Per *Chenan*, 18th Sept., 6 P.M.
Swatow—Per *Haimun*, 19th Sept., 9 A.M.
Swatow, Amoy and Tamsui—Per *Datjin Maru*, 19th Sept., 9 A.M.
Hoihow and Haiphong—Per *Singan*, 21st Sept., 8 A.M.
Swatow, Amoy and Foochow—Per *Haiyang*, 21st Sept., 1 P.M.
Manila—Per *Taming*, 21st Sept., 2 P.M.
Singapore, Penang and Colombo — Per *Atsuta Maru*, 21st Sept., 5 P.M.
Weihaiwei, Chefoo and Tientsin—Per *Hutchow*, 22nd Sept., 3 P.M.
Singapore, Penang and Calcutta — Per *Fookxang*, 23rd Sept., 1 P.M.
Shanghai—Per *Anhui*, 23rd Sept., 3 P.M.
Manila, Zamboanga, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Dunedin, Perth and Fremantle.—Per *Talyuan*, 23rd Sept., 3 P.M.
Samarang and Sourabaya—Per *Shantung*, 24th Sept., 3 P.M.
Tsingtau, Chefoo and Newchwang — Per *Kwaiyang*, 25th Sept., 2 P.M.
Europe, &c., India, *via* Tuticorin—Per *Derfflinger*, 25th Sept., 3 P.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, (B.C.)—Per *Empress of India*, 25th Sept., 5 P.M.
Shanghai—Per *Liman*, 25th Sept., 6 P.M.
Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco — Per *Nippon Maru*, 25th Sept., 6 P.M.
Keelung, Shanghai, Moji, Kobe, Yokkaichi, Yokohama, Victoria and Seattle—Per *Tango Maru*, 28th Sept., 11 A.M.
Manila—Per *Tean*, 28th Sept., 2 P.M.
Singapore, Penang and Colombo — Per *Hitachi Maru*, 28th Sept., 5 P.M.
Nagasaki, Kobe and Yokohama — Per *Yawata Maru*, 29th Sept., 11 A.M.
Manila, Yap, Fr. Wilhelmshafen, Simpsonhafen, Herbertshohe, Matupi, Brisbane, Sydney, Hobart, Launceston, New Zealand, Dunedin, Melbourne, Adelaide, Perth and Fremantle—Per *Prinz Sigismund*, 7th Oct., 5 P.M.

VISITORS AT THE HOTELS.

ASTOR HOUSE.

Abraham, E. S.
Almazoff, Mr.
Baillet, M.
Broc, A. de
Compere, Geo.
Demaretz, P.
Doryta, Miss.
Ducroisat, L.
Ebersole, Mr. and Mrs. R. R.
Eyre, H.
Gagnon, A. E.
Gilbert, Mr. and Mrs. E.
Ginkel, Van
Glaser, M. S.
Gomes, A. J. M.
Herrera, L. C.
Hill, Miss Lucy
Holt, H. O.
Ilford, Mr.
Lapicque, Capt. P. A.
Monteith, F. S.
Musso, V. P., Marquis and Marchioness S. Oriolo
Owen, C.
Pariset, M.
Robie, F. M.
Schmidt, W.
Vina, Mrs. Ramona de la

PEAK.

Alabaster, Mr.
Alexander, Dr. & Mrs.
Auld, Mr.
Archbutt, Mr.
Aubrey, Dr.
Ancott, E. F.
Bates, Mr.
Bayard, Col. and Mrs.
Bowen, Mr. and Mrs.
Brewin, Hon. & Mrs A. W.
Cadbury, Miss
Courtney, McD.
Clark, T.
Coughtrie, Mr.
Cousland, A.
Darling, Col.
Davidson, E.
Dawson, Mr.
Dessez, Mrs. & child
Dutton, Mr.
Earle, Mr.
Edge, Mr. and Mrs. C.
Eames, Rev. and Mrs. Dallas
Fielder, Eng. Comdr.
Galbraith, Mr.
Harris, Mr.
Hazeland, F. A.
Hockaday, W. T.
Hughes, Rev.
Humphreys, W. M.
Joseph, Mr. and Mrs. E. S.
Knight, C. C.
Knott, Mrs.
Leask, Mr.
Logan, Major
Martin, R.
May, E. A. G.
Middleton, Mrs.
Monk, A. V.
Munson, Mrs.
Nicolaisen, Mr.
Orr, J. W.
Pemberton, W. G. C.
Phelps, Mr. and Mrs.
Phillips, Major
Piggott, Sir Francis
Potter, Mr.
Probyn, R.A.M.C., Major
Reid, Lt.-Col.
Rissland Mr. and Mrs. H.
Sawer, Mrs.
Sayle, Mr. and Mrs.
Sinclair, A.
Smith, A. Findlay
Sorenson, S.
Southerland, Mr. and Mrs.
Stacpole, Lt.-Col.
Temporley, Mr.
Thompson, Lt. & Mrs.
Totton, Mr.
Welker, F. W.
White, Mr.
Whitemasch, Mr. and Mrs.
Wood, David

HONGKONG.

Adams, P. R.
Anderson, R. Cecil
Bannet, F.
Barnett, C.
Borndy, H.
Bruce, T. Langdon
Buckland, T. C.
Bunner, Mr. and Mrs. W. C.
Butler, P. E. O'Brien
Clark, C. D.
Clark, G. R.
Clark, Mrs. H. N.
Colvin, H. E.
Condon, H. L.
Danelsberg, A.
Day, E. W.
Defer, C.
Evans, G. H.
Fair, Mr. and Mrs. A. H.
Fernihough, S.
Fuller, Danman
Ganoe, R.
Garibolli, M.
Garner, C. E.
Geier, E.
Gill, Miss E. H.
Gill, Miss V. H.
Ginger, A. S.
Heermann, P. E.
Helm, Mr. and Mrs. F. P.
Hewett, Hon. Mr. E. A.
Hough, Dr. S.
Innes, Capt. R.
Kaufmann, H.
Kench, O. C.
Khoo Doo Gay, Mr.
Lack, G. M.
Lloyd, Mr. and Mrs. G. T. and child
Macdonald, D.
Marriott, Dr. O.
McIntosh, G. C.
Menagh, J. E.
Morecki, J.
Mollemann, J.
Morse, H. J.
Packer, B. L.
Ragan, C. A.
Page-Patrick, F. A.
Ray, E. H.
Rendle, Mr. and Mrs. H. C.
Soffietti, Paul
Spalding, R.N., Surgeon and Mrs. A. D.
Spittles, J.
Stanley, Mrs. L.
Stenning, W. T.
Strickland, H. F.
Sundheimer, W. A.
Swift, F. M.
Thompson, Mr. & Mrs. M. L.
Thompson, Miss
Weissberger, J.
Whitmarsh, A.
Wickersham, N. C.
Withington, Mr. and Mrs. J. W.

GRAND CARLTON.

Argaer, S. J.
Ball, J.
Bolden, S. G.
Chapman, J. B.
Churchill, Dr. & Mrs.
Davis, F. O.
Forsaith, Mrs. G. A.
Goulborn, N.
Hewett, Mr. and Mrs. E. S.
Jerard, Madam
Lack, S.
Lee, Miss E.
Lee, Miss Ivy
Magner, L.
McKee, Mr. & Mrs.
Paul, S.
Pond, E. H.
Powell, A.
Prager, J.
Prager, Mrs. S. P.
Racy, Miss
Rayner, Frank S.
Roland, A. J.
Simpson, Mrs.
Stugsbergen, P.
Thomas, A.
Waldron, J. W.
Wallace, J. D.
White, O. T.
Young, Miss

CRAIGIEBURN.

Adams, F. R. J.
Caldwell, Mr. and Mrs. G. A.
Clothier, H. W.
Elliott, Mr. and Mrs.
Hauchecome, Madame
Hollingsworth, Mr.
Lambert, Mrs.
Lambert, Miss
Mohler, Mr. and Mrs.
Ritchie, A.
Smith, Crowther
Smith, Mr. and Mrs. Grant
Smith, E. Grant
Smith, Miss D.
Smithson, Miss
Williams, Mr. & Mrs.
Wilson, G. L.

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Name.	Class.	Tons.	Guns.	I.H.P.	Captain.	Last reported at
Alacrity	despatch-vessel	700	4	3,000	Commander G. T. K. Fuller	Nagasaki
Astræa	cruiser, 2nd class	4,360	10	7,000	Captain F. E. C. Ryan	Shanghai
Bedford	cruiser, 1st class	9,800	14	22,000	Captain Fitzherbert	en route San F'cisco
Bramble	river gunboat	710	6	900	Lt.-Comdr Hon. R. O. B. Bridgeman	Weihaiwei
Britomart	river gunboat	710	6	900	Lieut.-Commander F. B. Noble	Weihaiwei
Cadmus	sloop	1,070	6	1,400	Commander H. L. P. Heard	Hongkong
Cherub	water tank and tug	390	—	300	Master S. West	Hongkong
Cicala	sloop	1,070	6	1,400	Commander C. T. Borrett	en route Hongkong
Fame	torpedo boat destroyer	306	6	5,700	Lieut.-Commander Thomas	Weihaiwei
Flora	cruiser, 2nd class	4,360	10	7,000	Captain Rowland Nugent	Cruising in Pacific
Handy	torpedo boat destroyer	275	6	4,000	Lieut.-Commander G. Heathcote	Hongkong
Hart	torpedo boat destroyer	275	6	4,000	Lieut.-Commander Monroe	Weihaiwei
Janus	torpedo boat destroyer	280	6	5,900	Lieut.-Commander G. C. Heathcote	Hongkong
Kent	cruiser, 1st class	9,800	14	22,000	Captain G. C. A. Marescaux	Hongkong
King Alfred *	cruiser, 1st class	14,100	18	30,000	Captain Clinton Baker	Nagasaki
Kinsha	river gunboat	616	4	1,200	Lieut.-Commander T. J. S. Lyne	Yangtze
Merlin	surveying ship	1,070	6	1,400	Captain F. C. Learmonth	Jesselton
Monmouth	cruiser, 1st class	9,800	14	22,000	Captain G. W. Smith	Nagasaki
Moorhen	river gunboat	180	2	800	Lieut.-Commander G. P. Leith	West River
Nightingale	river gunboat	85	2	240	Lieut.-Commander R. S. Roy	Yangtze
Otter	torpedo boat destroyer	350	6	6,300	Lieut.-Commander B. J. Guy, V.C.	Weihaiwei
Robin	river gunboat	85	2	240	Lieut.-Commander J. White	West River
Sandpiper	river gunboat	85	2	240	Lieut.-Commander H. R. Tickell	West River
Snipe	river gunboat	85	2	240	Lieut.-Commander Alan Dixon	Yangtze
Taku	torpedo boat destroyer	259	6	6,500	Gunner W. Barlow	Hongkong
Tamar	receiving ship	4,650	6	—	Commodore H. Lyon	Hongkong
Teal	river gunboat	180	2	800	Lieut.-Commander H. R. Godfrey	Yangtze
Thistle	river-gunboat	710	6	900	Lieut.-Commander H. T. Attlay	Yangtze
Virago	torpedo boat destroyer	355	6	6,300	Commander Stevenson	Weihaiwei
Waterwitch	surveying ship	620	4	450	Lieut.-Commander H. P. Douglas	Singapore
Whiting	torpedo boat destroyer	360	6	5,900	Lieut.-Commander C. A. Fremantle	Weihaiwei
Widgeon	river gunboat	195	2	800	Lieut.-Commander Jno. F. Knox	Yangtze
Woodcock	river gunboat	150	2	550	Lieut.-Comdr H. R. V. Gottrell-Dormer	Yangtze
Wood

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon.; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT: RESERVE.	POSITION AS PER LAST REPORT: AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	120,000	$125	$125	£1,500,000 $15,250,000 $250,000	$2,001,819	Interim of £1 for account 1909 @ ex 1/9½ =$21.72	4 %	$990 buyers London £93
National Bank of China, Limited	19,925	£7	£6	£4,000 $830,000	$30,552	$2 (London 3/6) for 1903	...	$65 buyers
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	$250	$50	$1,560,000 $338,757 $411,990	none	$14 for 1907	7½ %	$180 sellers
North China Insurance Company, Limited	10,000	£15	£5	£125,000 Tls. 150,000 Tls. 302,747 Tls. 118,277	Tls. 160,512	Interim of 7/6 for 1908	5½ %	Tls. 118
Union Insurance Society of Canton, Limited	12,400	$250	$100	$3,000,000 £90,000 $198,248 £105,249 $684,600	$2,464,932	Final of $17 making $47 for 1907 and interim of $30 for 1908	5½ %	$840 sales
Yangtsze Insurance Association, Limited	12,000	$100	$60	$1,000,000 $304 435 $199,564	$7 7,637	$12 and bonus $3 for 1907	7½ %	$235
FIRE INSURANCES.								
China Fire Insurance Company, Limited	10,000	$100	$20	$1,000,000 $438,668 $13,802	$375,342	$6 and bonus $2 for 1907	7 %	$115
Hongkong Fire Insurance Company, Limited	8,000	$250	$50	$1,418,173	$368,711	$27 for 1907	8 %	$355 buyers
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	$25	$25	$7,000	$1,035	$1 for 1906	...	$8½ sellers
Douglas Steamship Company, Limited	10,000	$50	$50	$264,638 $99,007	Nil.	2½ for year ending 30.6.1908	7 %	$36
Hongkong, Canton & Macao Steamboat Co., Ld.	80,000	$15	$15	$250,000 $617,500 $119 267 $28 645	$21, 70	Interim of $1½ for account 1909	7½ %	$31½ sellers
Indo-China Steam Navigation Co., Ld. (Preferred)	60,000	£5	£5	£10,000	£13,755	6/- for 1907 on Preference shares only @ ex 1/9 11/16=$3. 154	...	$60
Do. do. (Deferred)	60,000			£240,000		Final of 2/- for 1908 and interim of 1/- for a/c 1909	...	70/6 buyers
"Shell" Transport and Trading Company, Limited	2,000,000	£2	£2	£780,000 £ 05,000	£65,817	$1.00 $0.50 for year ending 10.4. 1909	4 % 3½ %	$26 $15½
"Star" Ferry Company, Limited	10,000 10,000	$10 $10	$10 $5	65,000 $48,48	$3,121			
REFINERIES.								
China Sugar Refining Company, Limited	20,000	$100	$100	$3 ,000 ,818	Dr. $5,858	$5 for year ending 31.12.08	3½ %	$147½
Luzon Sugar Refining Company, Limited	7,000	$100	$100		Dr. $135,823	$3 for 1897	...	$24
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	none	Tls. 9,173	Tls. 3½ for year ending 31.8.08	...	Tls. 315 sales.
MINING.					Tls. 100,000			
Chinese Engineering and Mining Company, Ld.	1,000,000	£1	£1	£175,000	£11,536	Interim of 1/6 (coupon No.12) for year ending 29.2.09	7 %	Tls. 18.20 s.
Raub Australian Gold Mining Company, Limited	150,000 50,000	£1	18/10. £1	£12,289 £4,871	Dr. £2,191	No. 12 of 1/-=48 cents	...	$8½ buyers
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	$25	$25	$42,9 6	Dr. $7,421	$1.75 for year ending 31.12.08	...	$12
Hongkong & Kowloon Wharf and Godown Co., Ld.	60,000	$50	$50	$ 50,000 $26,806 $40,000	$10,102	None	...	$60½ buyers
Hongkong and Whampoa Dock Company, Ld.	50,000	$50	$50	$97,19 $221,000	$145-162	Interim of $1½ for account 1909	12½ %	$60 buyers
Shanghai Dock and Engineering Co., Ld.	55,700	Tls. 100	Tls. 100	Tls. 1,000,000	Tls. 6,16	Final of Tls. 2½ for year ending 30.4.09	6½ %	Tls. 70 sellers
Shanghai and Hongkew Wharf Company, Limited	36,000	Tls. 100	Ts. 100	Tls. 697,257 Tls. 50,000 Tls. 125,000	Tls. 22,818	Final of Tls. 6 making Tls 10 for 1908	6½ %	Tls. 147½ sellers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ld.	25,000	Tls. 100	Tls. 100	Tls. 35,000	Tls. 4,134	Tls. 5 for year ending 29.2.09	5½ %	Tls. 105 buyers
Central Stores, Limited	50,185	$25	$25	$1,000	$24,611	$1.20 on old and 60 cents on first new issue	...	$17 buyers
Hongkong Hotel Company, Limited	12,000 8,000	$50 $50	$50 $25	$648.90 $14 18	$19,272	Interim of $2.40 on old and 40 cents on new shares for account 1909	6½ %	$72½ ex.div. $43½ new $104 sellers
Hongkong Land Investment and Agency Co., Ld.	50,000	$100	$100	$350,000	$26,475	Interim of 3½ for account 1909	6½ %	$91 sellers
Humphreys Estate & Finance Company, Limited	150,000	$10	$10	$221,172 $48,261	$5,486	60 cents for 1908	5 %	$30 sellers
Kowloon Land and Building Company, Limited	6,000	$50	$50	none	$278	$1½ for 1908	6½ %	Tls. 120 sellers
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	Tls. 1,528,045 Tls. 300,000	Tls. 142,404	Interim of Tls. 3 for account 1909	8½ %	$44
West Point Building Company, Limited	12,500	$50	$50	none	$1,968	Interim of $2 for account 1909		
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ld.	15,000	Is. 50	Is. 50	Tls. 150,000	Is. 8,820	Tls. 5 for year ended 31.10. 1908	3½ %	Tls. 137 sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	25,000	$10	$10	Tls. 45,939 $20,000	$9553	50 cents for year ending 31.7.08	6 %	$6½ buyers
International Cotton Manufacturing Company, Ld.	10,000	Tls. 75	Tls. 75	Tls. 175,000	Tls. 8,372	Tls. 6 for year ending 30.9.06 (8%)	...	Tls. 91
Laou-kung-mow Cotton Spinning & Weaving Co., Ld.	8,000	Tls. 100	Tls. 100	none	Tls. 4,829	Tls. 4 for 1908	...	Tls. 112½ sellers
Sey Chee Cotton Spinning Company, Limited	1,000	Tls. 500	Tls. 500	Tls $1,172	Tls. 15,911	Tls 50 for 1906	...	Tls. 445 sales
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	£1,500	£648	15 % per share for 1908	9 %	$10
China-Borneo Company, Limited	60,000	$12	$12	$40,000	Nil.	$1.20 or 1908		$13½ sellers
China Light and Power Company, Limited	50,000	$10	$10	none	$61,138	50 cents for year ended 28.2.06	...	$6½ sellers
Do. Do. special shares	50,000	$1	$1			80 cents for 1208	8½ %	$9.60 sellers
China Provident Loan & Mortgage Company, Ld.	185,000	$10	$10	$100,000	$3,407	$1-50 for year ending 31 7.08	7½ %	$18 buyers
Dairy Farm Company, Limited	40,000	$7½	$5	$10,000 $8,000	$48	Final of 50 cents making 90 cents for 1908	10 %	$8.60 sellers
Green Island Cement Company, Limited	400,000	$10	$10	$13,000	$3,75	80 cents for year ending 31.12.08	8 %	$12
H. Price & Company, Limited	12,000	$10	$10	$5,000	$570			
Hongkong Electric Company, Limited	60,000	$10	$10	none	5,195	$1 and bonus 20 cts. for year ending 29.2.09	6 %	$20½
Hongkong Ice Company, Limited	5,000	$25	$25	$150,000	$7,626	Interim of $2 for account 1909	10 %	$188 sellers
Hongkong Rope Manufacturing Company, Ld.	60,000	$10	$10	$20,000	$8,790	Interim of $1 for account 1909	8½ %	$24 sellers
Maatschappij tot Mijn-, Bosch- en Landbouwexploitatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	Tls. 547,500 Tls. 63,912	Tls. 316,082	2nd Quarterly div. of Tls. 12½ for account 1909	4 %	Tls. 965 sellers
Peak Tramways Company, Limited	25,000	$10	$10	$1 ,000	$2,201	80 cents on fully paid shares and 8 cents on $1 paid shares for year ending 30.4.09	6 % 3 %	$14 $1.40
Peak Tramways Company (new)	50,000	$10	$1			None	...	$9 buyers
Philippine Company, Limited	75,000	$10	$10	none	Ps. 18,640			
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,820 Tls. 75,000	Tls. 5,250	Final Tls. 5 making Tls. 8 for 1908	4½ %	Tls. 131 sellers
South China Morning Post, Limited	6,040	$25	$25	none	Dr. $56,602	None	...	$23 sales
Steam Laundry Company, Limited	20,000	$ 5	$ 5	none	$256	40 cents for year ending 31.5.08	7 %	$5½
Union Waterboat Company, Limited	50,000	$10	$10	none	$172	60 cents for year ending 31.12.08	5 %	$10½ sellers
United Asbestos Oriental Agency, Limited	10,000	$10	$4	$46,000	$342	60 cents per ord. share for year ending 31.5.09	6½ %	$13
Watson, (A. S.) & Co., Limited	90,000	$10	$10	$300,000 $25,000	$2,615	Final of 30 cents for 1908	6½ %	$8 sellers
William Powell, Limited	15,000	$7	$7	none	$758	Final of 30 cts. making 80 cts. for the year ended 30th June, 1906	...	$4 sellers
RUBBERS.								
Anglo-Malay Rubber Company, Limited (fully paid).	46,000	2/-	2/-	none	none	30 %=6/- per share for year 1908	....	£14/9 £14/6
Do do. (partly paid)	1,035,000	2/-	1/9					
Balgownie Rubber Estate, Limited	2000	$10	$10	$7,4	$11,205	25 % for year ending 31.3.09	...	$56 buyers
Castlefield Rubber Estate, Limited (fully paid)	6 000	£1	£1	none	none	None	...	£2.10/-
Do. do. (contributory)	24 000	£1	17/6	none	none			£3-7 6
Highland & Lowland Para. Rubber Co., (fully paid).	181 454	£1	£1	£8,784	none	None	...	£3.4.6
Do. do (contributory)	123,546	£1	15/-		none			£3.1/-
Kuala Lumpur Rubber Co., Limited	83,000	£1	£1	none	1,820	3 % for year ending 30.6 08	...	£1.15/- buyers
Linggi Plantations, Limited (ordinary)	90,700	2/-	2/-	none	none	Interim of 40 %=9d. for account 1909	...	£1.4 ex div. b. nominal
Do do. (7% pref.)	10 300	£1	£1	£4,000	none	7 % for year 1908	...	$25 sellers
Ragalia Rubber Company, Limited (ordinary)	23,520	$10	$10	none	none	15% for year ending 3 .12.08	...	nominal
Do. do. (8% pref.)	2 500	$10	$10		$6,722			
Ledbury Rubber Estates Limited	61,000	£1	£1	none	none	None	...	£2 buyers
Do. do. (contributory)	40 000	£1	7/6					£1.5/-

* These shares are entitled to half of the profits ...

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Intimations.

COMPANIA GENERAL DE TABACOS DE FILIPINAS.

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Hongkong, 1st August, 1909. [566

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The Patronage of the Public is respectfully solicited.

Hongkong, 13th September, 1909. [655

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TELEPHONE No. 907.

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BAND NEXT SUNDAY!

Look out for further notice next FRIDAY.

W. WINCH, Manager.

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